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THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

BIRTHS.

At Stanhope House, Penryn, Abergele, North Wales, on the 20th October, 1900, the wife of Mr. Jones, of a son.

On the 17th October, at 40, Portland-place north, Clapham Road, S.W., the wife of Mr. FANSHAW SATOW, of a son.

MARRIAGES.

On the 23rd October, at the Church of St. Thomas a Becket, Portsmouth, by the Rev. Richard Wall, brother of the bridegroom, Lewis Wall, Engineer, R.N., to MAUDE ADEY, daughter of E. MANT, Hongkong.

The Daily Press.

HONGKONG OFFICE: 14, DES VOEUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, November 26th, 1900.

AN article by Sir ROBERT HART in the November *Fortnightly Review*, from which we quote some of the arguments in another column, seems to have excited much interest and no little discussion in the home papers. The *Times* devotes a leading article to it, discounting the well-known Inspector-General's bold statements on the ground that China, as has long been known, has cast a spell over his mind and sympathies to an extent uncommon even in those who have resided in this country as long as he has. Our contemporary sees "Oriental fatalism" in Sir ROBERT HART's acceptance of the view that the principles underlying the Boxer movement must some day triumph. And certainly the pronouncement is a startling one. We have in the past heard of the "Yellow Peril" and *ad nauseam*, and recent study of the question has apparently resulted in the allaying of the former apprehensions to a great extent. But Sir ROBERT re-states the case very forcibly, speaking more from the Chinese than from the European point of view. He is content to risk the laugh which his words may provoke and fearlessly defends the national Chinese movement. The writer in the *Times*, in reply to Sir ROBERT HART's "extraordinary vision of the yellow race triumphant over the united civilisation of the West in the not distant future," points to the case of the allied operations in Chihli and the readiness with which the people sell supplies to the foreign invaders, and therefore seems to question the patriotic nature of the movement on which Sir ROBERT so much insists. The

truth, no doubt, lies somewhere between the two views. The Boxer movement is patriotic in that it is an expression of Chinese resentment for the many indignities heaped on the country by other peoples, particularly in the filching of nearly all the best ports in China. The fact that the Chihli peasantry, now that the Allies are in command of the province, should accept the inevitable and make what money they can in the circumstances is no new trait in Chinese character; it is at least as old as the history of European strife with China. No one would suggest that it indicates that the provincials have changed in their estimate of European intrusion into the empire. Ridiculous as was the idea of those who fostered the Boxer society that China in arms could withstand, or rather drive out, the foreigner, there is nothing ridiculous in the contention that the Chinese national character can, for still a very long time to come, hold out against foreign influences. The remedies which Sir ROBERT HART suggests, only to dismiss, for the peril of a far greater national movement in China are partition or a miraculous spread of Christianity. These remedies are outside the limits of practical politics or practical propaganda, he says. That the latter alternative is impossible, with all deference to the opinions of propagandists, we are convinced; that the former is, we wish could be recognised. Our Shanghai contemporary, the *North-China Daily News*, had a desponding article last week, in the course of which it said: "There are signs now of such a disintegration in China itself as must almost certainly lead to a break-up of this great empire, and if it breaks up from internal causes, there will be a scramble among the Powers for the pieces, and the result will be the same as if it was a case of partition from outside. Unless means can be devised for suppressing this usurper, there will shortly be a break between the northern and southern divisions of China, which is likely to be a prelude to partition." Now, admitting that partition were possible or even advisable, it would still be difficult to see how the Powers propose to reconcile such a policy with their expressed determination to maintain the integrity of China. But the partition of the empire, as has been pointed out in the columns of the press nearly all the world over, and in particular in the Anglo-Chinese press, would be absolutely disastrous. Those best acquainted with China have not hesitated to pronounce such a policy impracticable. No gradual absorption of the outlying part of the country is conceivable, but the taking over of the whole by any one Power or any combination of Powers is a dream, the realisation of which would land the experimenter in difficulties beyond all coping with. No parallel can be found with such a proceeding in history. Little as the various sections of China may be attached to each other, they possess at least enough homogeneity and enough difference from the rest of the world to make the idea of Europe, America and Japan dividing them up into dependencies nothing better than a nightmare, which all men of commonsense will hope to be spared.

The Extension of the exportation of Arms Ordinances for another six months from the 28th inst. is notified in the *Gazette*.

The Hon. Treasurer of the Alice Memorial and Nethercole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—*Ip* Lon-chi \$10.

On page 5 is given the eloquent sermon preached by the Rt. Rev. Bishop of Victoria on Sunday morning last in St. John's Cathedral. The sermon will be published by this office in a few days in pamphlet form.

The preliminary report of Dr. J. C. Thomson on Mosquitoes and Malaria in Hongkong and the New Territory is published in the *Cassette*. Owing to the length of the report we are unable to reproduce it in to-day's issue, but hope to find room for it to-morrow.

Notice is given in the *Gazette* that on November 28th and until the dredger *Canton River* is raised, the passage between her and Praya Wall west of Murray Pier will be blocked by chains, &c., and that no boats or other vessels should attempt to pass between the sunken dredger and the shore.

On Saturday, Sergeant Marison, Watt, Grant, and Sullivan, accompanied by a party of police, executed a gambling warrant at 102, Queen's Road Central. They seized a quantity of gambling paraphernalia used in connection with what is known as the Macao lottery, and arrested five men, who will be charged before the Magistrate to-day. Meantime they were liberated on bail of \$1,000 each.

In all Crowns losses issued in the Straits since 1893, a condition is inserted under which the rent is to be adjustable every thirty years. What an enormous increase in land-revenue the Colony ought to experience about four-teen years hence, observes the *S.F. Press*; pity most of us won't be here to see it.

The French steamer *Musella*, from Nagasaki, reports having run down a whale about dusk two days after leaving that port for Singapore. The whale appears to have been asleep, and when struck and wounded seems to have plunged down and dealt a blow to the propeller which was somewhat damaged, as the speed of the ship has been a little reduced since.

The Russian transport *Kiev*, which arrived at Singapore on the 14th inst. from Vladivostok with about 900 troops returning to Odessa, reported that on the 9th instant, to the south of Formosa, she passed through the centre of the typhoon which caused so much damage at Hongkong. The waves were about 40 feet high, and the ship lay to for nine hours. No damage of any consequence was done to the *Kiev* which behaved admirably throughout. The typhoon indicator on board went down as low as 72.

Our Portsmouth correspondent, under date 26th October, writes:—The battleship *Glory*, which is to be commissioned on the 1st November as flagship on the China Station, will be the most powerful and smartest flagship in the Far East. She is being finished off rather elaborately and ought to be much admired when she is in China waters. The following are some of the officers to be appointed:—Lieutenants Harold Christian (1st Lieut.) F. L. Attenborough (T.), Harold G. Sims, William W. Wilson, M. R. Best, and A. R. W. Sartorius.

The *L. & C. Express*, noting the fact that though Sir F. Cardew's successor at Sierra Leone has been announced no appointment has yet been made for Sir F. Cardew, says:—His name, as our readers are aware, has frequently been mentioned in connection with the Straits Government, and it looks, therefore, as if, after all, he is being reserved for the Government House at Singapore, although we have been unable to ascertain anything definite on the point. In any case it is about time that the vacancy was filled up; and seeing that the Colonial Office has just effected quite a little general post amongst the Colonial Governors, it is rather surprising that the appointment of the new Governor of the Straits Settlements still hangs fire.

Here is a tiger story from Yaumati. At about ten o'clock on the night of the 22nd inst., a European constable was patrolling his beat, when, at the upper end of Station Street North, what he positively asserts was a full-grown tiger trotted past in front of him. The animal did not betray any signs of having seen the constable, but quietly looped off in the direction of Un Chau village, crossing the road not more than ten yards from the man, who asserts that he plainly saw the stripes on its body. If there are any big game hunters in the colony—and of course there are—here is a splendid opportunity of adding another skin to their collection and ridding the colony at the same time of a dangerous visitor. Incidentally, it will also acquit this constable of the unkind suggestion that he had an attack of "snakes."

A resolution of the Lieutenant-Governor on plague in Calcutta since its first appearance appears in the *Calcutta Gazette*. The first known case, it is said, occurred in April, 1898. The total mortality, from its first outbreak down to the 30th of June, 1900, a period of two years and three months, has been, according to official returns, 10,837. If in accordance with the opinion of the Chairman and the medical authorities suspicious cases in excess of the mortality, not otherwise accounted for, are put down to plague, the total may be fixed at 13,000 in round numbers. The chief prevention measure adopted—disinfection—carried out on a large scale, has been found useful and efficacious. Another case of plague, which has since proved fatal, has been reported in Calcutta. There had previously been no case recorded for eleven days.

The changes announced in the commands of the Channel and China Squadrons are destined to occur, says a naval correspondent of a contemporary, but wisdom has prevailed and they are not to be hurried on. There are many reasons for the alteration of a decision hastily reached. In the first place, Sir Compton A. Doreville has plenty to do with his Boiler Committee, and does not at present want the command of the Channel Fleet. In the second place, it is bad policy to "swap horses when crossing a stream," and Sir Edward Seymour is doing such good work in China, and is so thoroughly in touch with events, that it would be a pity to replace him. Under the circumstances it is likely that both Sir Harry Rawson and Sir Edward Seymour will retain their appointments for an additional twelvemonth.

The delay in the departure of the two Russian battleships, *Poltava* and *Sevastopol*, was caused by the discovery that on their trial trips the big gun-turrets of both ships settled down, a fault which would have rendered the use of the twelve-inch guns in warfare impossible. The ships are expected to reach Port Arthur about the middle of December. They are followed by four gunboats, together with two transports. All these ships are perfectly new, and will make their first voyage. The smaller boats are German-built. The first-class cruiser *Pallas* should also sail for the Far East before the end of the year, but she is still being overhauled in the Government yards at St. Petersburg. The Russians have in Chinese waters three battleships, six first-class and two second-class cruisers, two gunboats and seven torpedo-boats, with one transport and no less than eleven of the so-called "Volunteer Fleet" ships.

H.M.S. *Bramble*, which was to have left Singapore on the 11th inst., was not expected to leave for another month when the last Straits papers left Singapore.

It was reported in Paris last month that the French Government was about to despatch to Southern China a force of 3,800 men in consequence of the rumours that a general rising is impending in that region.

Rear-Admiral A. K. Bickford, C.M.G., the new Commander-in-Chief on the Pacific Station, saw much active service as a sub-lieutenant in the China seas when the fort of Simoneski was captured.

The Russian transport *Hadjar*, now en route from Odessa with about 2,000 soldiers on board bound for Vladivostok, was till recently called the *Cephalonia* and owned by the Cunard Line of Liverpool. She is now the property of the Russian Chinese Railway.

The appointment is announced in the *London Gazette* of Mr. Godfrey Hewett to be Her Majesty's Consul for the Territories of the British North Borneo Company, Brunei, and Sarawak. Mr. Hewett has been in the service of the British North Borneo Company already.

Captain Muir, of the British steamer *Chun Song*, which arrived at Singapore from Hongkong on the 16th inst., reported that he encountered a typhoon on the 8th inst. A sailor was injured badly by a sea, and although medically treated, died in the Singapore Straits the previous evening.

News has been received in Singapore, through a local bank, to the effect that Dr. J. R. Mosely, Jun., American Consul for Singapore, has died in Japan. Dr. Mosely left Singapore two months back for a trip to Japan for the benefit of his health, having been suffering from an acute attack of fever for some time previous to his departure. The news of his death, however, will surprise his friends in Singapore. Dr. Mosely was a native of Birmingham, Alabama, U.S., and during his earlier years he was connected with journalism in that State, having afterwards entered the U.S. Consular Corps. He was appointed Consul-General for Singapore in 1899, succeeding Mr. Spencer Pratt in that office.

A correspondent of one of the home papers, speaking of the shooting at Peking, says that at first there was some shyness on the part of the people anxious to get some little souvenirs of such an historic occasion, but after a time some of them got over that shyness. He says that he watched a Minister examining a carved and inscribed tablet of jade in one of the Emperor's rooms. He put it back in its place and walked on. Then he seemed curious to examine it again, and did so carefully for a few moments. Then he put his hands in his pockets, and seemed intent on contemplating the pattern of the ceiling. He apparently got so interested in it that he must have forgotten that he had not put back that bit of jade in its stand!

An announcement in the *Russian Official Gazette* says that owing to the disturbances in China it has become necessary to revise the Russo-Chinese Convention made with regard to the Eastern Chinese Railway. For the protection of that section of the line already completed, as well as the further portions still under construction, and also for the maintenance of peace and security throughout that part of Manchuria traversed by the permanent way, it is necessary to maintain a very numerous and powerful guard of carefully picked men. This arrangement is, on two chief grounds, undesirable. In the first place, the maintenance of so large a military guard in times of peace would tend to provoke a hostile unrest among the natives; and, secondly, it would involve this country in a permanent annual outlay which it can ill afford. It is to be remembered that it is not only against the marauding Tungus the railway has to be guarded, but also against the numerous and well-armed bands of roving rebels and brigands. The Chinese Government would, no doubt, be willing to take upon itself the responsibility of protecting the Manchurian railway, but what guarantee would it give for the fulfilment of that duty? None at all. Russia has lately been driven to the conviction that the Chinese Government is utterly helpless to carry out any such agreement. Consequently the Convention in question must be revised.

The peculiar financial methods of French colonial administrators go far to explain why the foreign possessions of the Republic always have to be largely helped with money by the Mother Country, states the *London Globe*. Instead of the number and the salaries of officials being proportioned to the work they have to perform, absolutely unnecessary posts are constantly created to reward hungry adventurers for political services. To such an extent has this last system gone in Tonkin and Cochin China, that resort has to be made to the most pernicious expedients to increase the revenue. The local papers are, just now, full of vehement protests against the heavy duties lately imposed by M. Doumer, the retiring Governor-General, on arena nuts and tobacco. Their production and sale were steadily increasing, and there seemed every reason to anticipate a prosperous future for both industries up to that date. But when prices had to be advanced, to cover the duties, consumption rapidly diminished, and the planters found themselves embarrassed by ever accumulating stocks of unsaleable produce. One paper reports that in Cochin China "the natives have rooted out their arena palm wholesale," while many tobacco planters leave their crops to rot on the ground, despairing of sale, except at heavy loss. In both of these instances, therefore, the goods that might have laid golden eggs are being killed to fatten useless officials, with the ultimate consequence that the cost of their future fattening will have to be still more largely borne by the French peasantry.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 25th November, 10 p.m.

FRESH CAPTURE OF GUILTY PERSONS.

Sixteen men who were implicated in the Chuchow massacre have been captured. MAHARAJAS LEAVE SHANGHAI. The Maharajahs of Gwalior and Bikanir left Shanghai to-day.

KRUGER'S RECEPTION IN FRANCE.

London, 23rd November, 7.25 p.m.

EX-PRESIDENT'S FAREWELL TO MARSEILLES—HIS HOPES.

Mr. Kruger has left Marseilles. In his farewell speech he said that he hoped the enthusiastic sympathies which had been expressed would be followed by acts sustaining the Boer cause.

ONLY NATIONALIST PRESS SUPPORTS HIM.

Only the Nationalist Press appears to encourage Mr. Kruger's mission.

London, 24th November, 7.30 p.m.

WARM WELCOME TO PARIS—TAKING THE NAME OF THE GOVERNMENT.

Mr. Kruger met with an enthusiastic reception in Paris. The Director of the *Proccol* welcomed him in the name of the Government.

REUTER'S SERVICE.

London, 22nd November.

MR. KRUGER IN FRANCE.

Mr. Kruger, who has landed at Marseilles, was received with the greatest enthusiasm. BRITISH SOUTH AFRICA.

Lord Roberts has had a fall from his horse; he was shaken, but not injured. The Boers have been defeated with heavy loss at Baberspan.

An outpost of the Buffs to the South West of Balmoral was surprised, losing six killed, five wounded and thirty-one prisoners. THE POWERS AND CHINA.

Count Biliow's statement that the Powers were unanimous in specially denouncing the English, is stated that Mr. Gough has been instructed to resist the demands for raising the forts and the execution of the greatest men in China.

London, 23rd November.

ANTI-BRITISH DEMONSTRATION AT MARSEILLES.

A crowd at Marseilles, headed some Anglo-Indians, awaiting the steamer *Rome*, who returned their hats when Mr. Kruger passed. At the same time some one threw some coppers in the crowd from a hotel, which was then besieged by the irate mob. Several arrests were made. Later in the evening a band attempted a hostile demonstration at the British Consulate, but the police dispersed them.

LOCAL MOVEMENTS.

On the 23rd inst. German torpedo-destroyer No. 01 arrived from Canton. The French transport *Mytilos* arrived from Saigon on the 24th inst.

Yesterday the French cruiser *Descartes* arrived from Saigon. The U.S. transport *Caesar* left for America on the 23rd inst.

ANOTHER SUPPOSED PIRACY CASE.

Information of what is supposed to be another act of piracy similar to that perpetrated recently on the launch *Perseverance* was received in Hongkong on Saturday, but the details that so far have come to hand are very meagre. It is reported that the launch *Kwang Sang*, which left Hongkong on Saturday morning at seven o'clock for Tai Chan, was seen by another launch at nine o'clock going in the direction of Macao—a course altogether different from that usually steered by the *Kwang Sang*. The second launch reported the matter at the Customs Station near Nam Tai, and the authorities there despatched a launch to make investigations. The piracy is supposed to have taken place between Castle Peak and Deep Bay.

Later details show that the customs launch succeeded in finding the *Kwang Sang*. The vessel had been abandoned by the pirates, who were supposed to have landed at a part of the coast not far from Macao. There was a European Custom Officer returning to Tai Shan on board the pirated launch. The authorities at Canton and Macao are making searching enquiries into the matter.

LATEST STEAMER MOVEMENTS.

The O. & O. steamer *Gaelic*, with males, &c., from San Francisco to the 3rd inst., via Honolulu, has arrived at Yokohama, and will sail for this port via Island Sea, Kobe, Nagasaki and Shanghai on Saturday morning, 24th inst. The Imperial German Mail steamer *Brins Heinrich*, carrying the German Mails with dates from Berlin of the 5th inst., left Colombo on Thursday, p.m. the 22nd inst., and may be expected here on or about Tuesday, the 4th proximo.

The C. P. R. Co's steamer *Empress of Japan* arrived at Yokohama at 8 a.m. on Friday, the 23rd November, and left at noon same day for Kobe, where she is due to arrive 10 a.m. on Saturday, the 24th November, and due at Hongkong on or about 29th November.

THE A.D.C. AT THE THEATRE.

Once more the Hongkong Amateur Dramatic Club has achieved a thorough success, and shown to the public of the Colony that without waiting for any professional combination to visit us from distant lands we have in our midst enough dramatic talent of a high order to provide well-spent evening's amusement. It is no exaggeration to say that on Saturday night nothing in comparison with any of the touring combinations which usually call at Hongkong. The performers had not that practice which the necessities of a professional tour bring, but they more than made up for it by a freshness of their own, while at the same time everything went without a hitch, and at the right pace at which a comedy of this kind should go. Great credit belongs to those who are responsible for the training and rehearsing of the casts, and they have the satisfaction of knowing that their labour and energy were productive of the best results. It was feared at first that with so many new members taking part in the performance the A.D.C. might not come up to the standard of its previous triumphs, but as the first act got under weigh such fears were dissipated and the new blood was seen to have brought with it fresh vigour. Indeed some of the chief successes of the evening were won by players who have not previously appeared before the general public.

The play chosen was one which lends itself admirably to representation by amateurs of talent. None of the roles are exacting, though they call for ample intelligence on the part of those who sustain them, the characters are well differentiated, the mounting is modest, but effective, and there is abundance of life and humour of a popular kind. In construction *Our Flat* is of the utmost simplicity (we do not refer to the furniture in the third act) but it is also ingenious and amusing. In London it will be remembered the comedy had an excellent run and was one of the successes of the season in which it saw the light. The A.D.C. made a very wise choice when they selected it for their first appearance in the season 1900-1901. The audience fully bore witness by their constant applause that they appreciated all the points brought out by the actors and actresses. Most laughter perhaps greeted the rehabilitation of the dismantled flat by Margery (Mrs. Reginald Wild), Bella (Mrs. Clark), and Stout (Mr. H. W. Bird). The make-shifts adopted by Reginald Sylvester's quick-witted wife were welcomed with much merriment in all parts of the house. The bath-chair played its part nobly, and as various performers collapsed like a ninth was rewarded.

Coming now to the individual performers and taking the ladies first, we must testify to the way in which they all threw themselves into their parts. No hesitation was observable in a single speech, though on a first night it would have been excusable. One and all they had settled down to their roles in splendid fashion. Mrs. Reginald Wild as Margery Sylvester was, even to those who have seen her act before, a revelation. Throughout she was perfectly natural and devoid of any atom of staginess. We never saw a woman's part played better in our A.D.C. performances. However, she and Mr. Reginald Wild as her husband, Reginald Sylvester, combined most admirably together, and it is indeed an advantage for the Club to possess two such capable performers accustomed to play in company. This is always half the battle in amateur theatricals. We shall hope to see them both in many future performances. As Margery's sister Lucy, Mrs. Hawkins, a new-comer to the colony, made a most promising first appearance. She played with great vivacity throughout and fairly in the end. Her sister, Clarence Vane. She played another success to her credit. As Mademoiselle Volant, Mr. Mosely had a very good part to play, but she made a very good show with it. She dropped rather too suddenly from the broken French-English into cockney, but in other respects was a most adequate exponent of the character. Last of the female characters comes Miss Powell's Clara, a really admirable representation of the hidden daughter from a neighbouring flat. We felt every moment, as indeed we were meant to, that a flower-pot must fall over her or a candle-stick as Clara lifted from side to side of the room. Possibly the dropping of the manuscript on the floor was a little overdone, but it is difficult to do exactly right in such a part. Miss Powell's energy was invaluable.

Among the actors, Mr. C. H. E. Hay beyond a doubt made the hit of the evening. Nathaniel Glover, Lessee and Manager of the Royal Star Theatre, "lived" upon the stage on Saturday night. Admirably, had Mr. Hay caught the tone, the penitence, propriety, and vulgarity of a certain class of theatrical managers. While he was on the stage he seemed to address every one else with his pervasive personality, and his eyes and expressions when he arrived at the first act, paid to Reginald, his £200 were extremely diverting. Mr. Hay's part was facilitated on a wonderfully humorous piece of acting. His language, too, was splendid; he might have been drawn by Phil May. In Mr. Hay the A.D.C. have a genuine comedian. Next to him in merit, perhaps, came Mr. Reginald Wild, of whom we have already spoken incidentally. As this would be a tragic dramatist who is forced at last to turn to comedy, he played with the right amount of restraint, varied with such lyric outbursts as that with which he greeted Mademoiselle Volant and her little bill. Mr. Reginald Wild is already known to many as a most efficient actor. He showed himself so again and with one day's more experience in the scene with his wife and the manager who has come to buy the play, will be a first rate Reginald; in the scene we mention we thought there was a slight roughness, which another performance cannot but remove. Had Mr. Looker as Mr. McCallum maintained the same level in the second and third acts which he reached in the first he would certainly have carried off the second honours among the men but he seemed to tire a little towards the end. He was formidably the same, was good, and, as we have intimated, in the first act was very good indeed. Mr. G. J. P. Geiger took the part of Clarence Vane a little too quietly. The fate of his Academy picture seemed to weigh over heavily on him. With an extra infusion of vigour, however, it would fill the part very well. As the minor characters the palm was undoubtedly borne off by Mr. J. O. Neill, who was the forerunner of a furniture shop to the very life. In a larger part Mr. O'Neill would give an excellent account of himself. In his furniture-moving operations he was nobly assisted by two stalwarts in Mr. Hawkins and Sergeant Conway, R.E. Mr. H. W. Bird was an hum-

orous lift-man, most pertinacious in his attentions to Bella, and with an annoying eye for a tip. His walk was well worth seeing. Mr. J. Hayes played Pinchard, the milkman, with a Lincolnshire accent as thick as cream, and contributed his part to the mirth-provoking funning of the temporarily penniless Sylvesters.

The second performance of *Our Flat* will take place to-night, when, as on Saturday, by kind permission of Lieut. Col. Hon. R. H. Bertie and the officers, the band of the 2nd Battalion Royal Welsh Fusiliers will play. The music on Saturday was a great addition to the attractions of the evening.

On Monday, 3rd December, we are glad to hear, there will be a third performance, the proceeds to be devoted to the A.D.C. to a deserving charity, the Italian Convent extension. All unable to go to Saturday's or to-night performance should certainly make a point of going next week.

The full cast was:—

Mr. Reginald Sylvester, Mr. W. K. Bagnall Wild, R.E. Mr. Clarence Vane, Mr. G. J. P. Geiger, R.W.F. Mr. Mr. Allen (Father of Margery and Lucy) Mr. H. W. Looker.

Pinchard (Dairyman) Mr. J. Hayes. Stout (Lift-man) Mr. H. W. Bird. Mr. Glover (Lessor and Manager Royal Star Theatre).

Margery Sylvester (Wife of Reginald and Daughter of Mr. McCullum) Mrs. Bagnall Wild. Lucy (Daughter of Mr. McCullum) Mrs. Hawkins. Helen (Aunt Servant to the Sylvesters) Mrs. Francis Clark.

Madame Volant (Court Dressmaker) Mrs. Mowbray. Clara (Daughter of occupants of Flat B) Miss Powell. Foreman (Furniture Shop) Mr. J. J. O'Neill. 2nd Man (Furniture Shop) Mr. J. O'Neill. 3rd Man (Furniture Shop) Sgt. Conway, R.E.

POLICE COURT.

Saturday, 24th November.

BEFORE MR. HAZLELAND.

A REPREHENSIBLE PRACTICE.

Two coolies named Wong Sing and Chan Ko were charged with disorderly conduct in Ship Street on Friday, and also with assaulting Chinese P.C. 393 in the execution of his duty.

The constable said he saw first defendant throw a stone at a house of low repute in Ship Street, and arrested him. He was then attacked by the second defendant, who attempted a rescue. Witnesses, however, were able for both, and trotted them along to the lock-up.

Both defendants had the same yarn—they were quietly walking along Ship Street when their attention was attracted by a number of people in front throwing stones. They were quietly looking in when the constable arrested them, knocking them very much about in the process. The Magistrate, passing sentences of two months' hard labour, said it was evident that the practice of throwing stones was being revived. It was absolutely necessary that order should be maintained in the colony and he was determined to deal very severely with all such cases.

JAPANESE ASSAULT CASE. An unemployed Japanese named Kuranado was charged on remand with unlawfully assaulting one Shimamoto, also a seaman, unemployed, on the 18th inst. He pleaded not guilty.

The complainant evidently regretted having made police case of the matter, and made amends to his friend by stating in evidence that he (complainant) did not know how he came by the wound on his head.

There being no evidence to warrant a conviction, defendant was discharged.

BEFORE MR. HALLIFAX.

HOIST BY HIS OWN PETARD.

On Friday a Chinaman went to a house at Cheung San Street, on a visit to his mother, who lives on the first floor. This filial duty performed, he entered the room of the landlady of the house, and sat talking to her for some minutes. Just before taking his leave, he was observed by another Chinaman sitting to conceal something underneath the bed. Thinking the act suspicious, the Chinaman looked, and found two small opium pipes, containing about eight taels, which had been placed there with the evident intention of getting the people of the house into trouble with the Excise authorities. The tables were neatly turned on him, however, for he was at once pursued and caught, and taken to the police station. Just how near the awful dodge was of being successful may be judged by the fact that a few minutes after the departure of the people of the house with their prisoner, the place was raided by the police, who, of course, found no opium. The man had evidently got wind of their coming, and took this mean way probably to pay off his creditors.

He was charged before the magistrate with being in unlawful possession of opium and with entering the house for an unlawful purpose. The charge was found proven, and he was fined \$300, with the alternative of three months' hard labour. He took the alternative.

CONVICTED AFTER BEING DISCHARGED.

Lau In case was rather a peculiar one. On the 16th of October he was charged with house-breaking at 216, Queen's Road Central, and stealing money and clothing to the total value of \$75. The evidence then was not sufficient to secure a conviction and he was discharged. Lau In went to Macao and soon after information that conclusively pointed to his guilt was received by the police. An extradition warrant was made out, and Lance-Sergeant Terrett was despatched to Macao to execute it. He was successful in arresting Lau In, and brought him back to Hongkong on Friday last. The prisoner, who is believed to be a notorious house-breaker, was again charged with the offence of the 16th ult.

There were three complainants, and they were all able to identify as their property the clothing found in the box of the prisoner when he was arrested.

Lance-Sergeant Terrett said that at eight a.m. on Friday morning the prisoner was handed over to him on board the steamer *Hung Shing* at Macao by the Chinese detective who arrested him. The prisoner stated that the box found in his possession at the time of arrest was not his and that of the clothing it contained, only one piece belonged to him.

The Magistrate passed sentences of three months' hard labour.

WEARING ANOTHER MAN'S CLOTHES.

Li Fok, a coarse-looking Chinaman standing nearly six feet in his bare feet, was charged with feloniously and burglariously entering a dwelling house at 11, Jubilee Street, and stealing therefrom a string of cash to the value of one dollar.

He admitted the charge, stating that he undid the bolt of the door and thus gained an entry into the house.

There was a previous conviction of being a rogue and vagabond against the prisoner, for which he received three months' hard labour, and his worship accommodated him with lodgings and a job for the same period of this later offence.

As the prisoner was being led away, the complainant jumped from his seat and excitedly exclaimed: "The clothes he has on now belong to me."

The Magistrate smilingly made an order that the clothes were to be handed to their owner.

THE FUSILIERS AT THE SEAT OF WAR.

[BY THE "BANK AND FILE"]

(Continued.)

Among the many communications which have reached the writer commenting on the preceding articles, one from a non-commissioned officer calls attention to two "grave errors" which, he considers should be "immediately rectified." "The Porters were not brothers," the somewhat irate non. com. goes on to say, "although they acted like it, and were considered to be related to each other as they were always together." "The second 'grave error' was in the statement that Col. Bertie dismissed his men so as to enable them to get some beer on the taking of Tientsin. The officer named should have been Major Morris, who took such a deep interest in his men that he personally went the round of the shops obtaining what he could for them, and assisting the citizens of Tientsin in doing out beer, &c.

But to proceed. We left the Fusiliers at Peitsang. They had materially assisted to take a position, which, in the opinion of those best able to judge would have been invulnerable in the hands of a courageous enemy. It ran north-east and south-west across the river and the railway, their right resting on an embankment which went from Hsika village westerly, then left five miles away on the other side of the river at a camp near the fifth railway bridge, beyond which the country was inundated. It is true that the Chinese retreated in force and practically left the position at the mercy of the swiftly advancing troops, but the Fusiliers, nevertheless, displayed considerable dash and activity right through, clearing the way, and marching into the village among the feet of the Allied troops in the early morn. At 8 o'clock the next morning (August 6th) the "fall in" sounded, and preparations were made for a forced march.

THE ADVANCE ON YANGTSUN.

The advance column was to be composed of a large force of Japanese on the right bank, and the rest of the Allies on the left bank. After marching about thirteen miles under a broiling sun dispositions were made for a combined British and American attack in the centre and on the right. The attack in the centre was led by the 1st Sikhs and 24th Bengal Infantry in widely extended order supported by the 14th American Infantry, and the Fusiliers, the 12th Field Battery covering the advance to the right. The 9th American Infantry, protected on the right flank by the Bengal Lancers advanced, covered by an American Field Battery.

The enemy was holding a position three miles long, with their right on the river, their centre at Yangtsun railway station and their left on distant villages eastwards. The intervening space was a plain, covered with high millet. The enemy's centre was strong, a village protected by entrenchments covering the station. Colonel Bertie ordered the Fusiliers to advance in extended order. The enemy's fire was directed by a company of Oosaka who had been reconnoitring, and had proceeded too far, so that they found considerable difficulty in retreating. The enemy seemed to have got the Americans well ranged, for a few shells went right in amongst them, and wounded several men as they advanced. The 12th Field Battery then started to shell the villages in front of the railway station, and under cover of this bombardment, the infantry attack was developed, the Fusiliers still advancing in very extended order through the high covering crops, the Americans following to their right, and in much closer order. The enemy's shells were slipping up the ground over which the Fusiliers had to advance, and their escape from a severe disaster is considered somewhat marvellous.

JACKSON, THE FUSILIER HERO.

The Fusiliers did about two miles of the attack when the 7th Rajputs came up. Captain Gwynne immediately shouted to them "Why don't those Rajputs charge?" and with that he drew his own sword and said "Follow me, men" and the Fusiliers at once made another charge. They, however, were disappointed at the result of the order so valourously given and so readily responded to. They thought they were nearer the enemy's position than they were. However, Capt. Gwynne ordered them to rally, and away they went. When they reached the position they found the enemy had retreated. It was about this time when the Fusiliers found themselves in an enfilading fire, which for a while they could not make out. Eventually it was ascertained that the Russians were pouring shells into the captured position. Seven Americans were killed and wounded by this unfortunate accident. It was here that an heroic act of Signaller Jackson of the Fusiliers deserves to be put on record. When the shells were pouring into the captured position Jackson mounted the embankment and waved a flag as a signal for the Russians to cease fire. This was done at a moment when a shell had burst near the spot Jackson had to climb, and notwithstanding that fact, and the heavy fire on all sides, he made his way to a point where he could best be observed, and saved the lives of his comrades by running along the embankment and vigorously waving his flag.

The rest given to the troops at Yangtsun was much needed, and when the advance was continued on the 8th August the men "fell in" with renewed energy. The road at Yangtsun crosses over to the right bank of the river, and a definite order of march was agreed upon. It was decided that the Japanese should lead the advance, the Russians take the second place, the Americans were to follow, and the British to bring up the rear. The march of the Fusiliers was made in the day-time—that of the other part of the force in the night. The Indian troops fell out a good deal for the weather, especially at midday, was very trying, and the heat intense. It was at Tsai-Tsun where the enemy was again met with, but they made no determined stand, and as far

as the Fusiliers were concerned, their bayonets remained sheathed.

THE LAST CAMP BEFORE PEKING.

The combined Allies camped here for the night and on the afternoon of the next day (August 10th) moved further on the road. The Japanese were keeping the enemy continually on the run, marching in the night time. General Fukushima had laid out a plan of campaign which worked admirably. It was to push on about three miles in advance of the British main body of infantry, and whenever they got into touch with the enemy to drop back on the Fusiliers, who were then extended and sent forward to go through all the villages to the right and left of the line of march.

Another night's rest at Matou, and at about 2 o'clock in the afternoon of the next day the army were discovered in a position south of Tanghai, which was surrounded by a formidable wall. The Japanese advanced to assault it, but found the enemy had gone—the town was completely evacuated. The Fusiliers, with the rest of the Allies, rested at Tanghai on the 12th. Peking was only 13 miles off, and the Force moved upon in four separate columns. The Fusiliers advanced about noon upon the Sha-wo-men, the east gate of the Chinese city wall, the village in front of the gate being occupied by the enemy. The Field Battery was brought into action and the 24th Punjab Infantry on the left of the road, and the 7th Rajputs on the right skirmished up towards it concealed by the high crops. The engagement was sharp and decisive, and the village was quickly taken. Indeed, there was little or no opposition, for the Chinese did not expect an attack to come from that quarter, more especially as the road leading to it had become well impassable. The 1st Sikhs were with the Fusiliers, and they were supported by cavalry and artillery. The Americans were among the first to attack, while the cavalry and the artillery were sent to the Temple of Heaven to protect the left flank. The resistance was weak, and finally the position was taken. On all sides Peking was in the hands of the Allies and the Legations had been saved. So much then for the part which the Fusiliers took in bringing about such a successful issue. They had demonstrated right through the kind of metal of which they are composed, and in conclusion the story of Private Dudson may be mentioned as standing out prominently among the heroic acts done by them while on that hazardous march. It was near Tientsin, and the order was given to advance over a wall. When nearing it Private Dudson saw a wound Japanese who had taken off his clothing, and rolled himself in the mud so as to prevent his being identified by the passing Chinese. Quick as the word, Dudson caught the man in his arms and carried him to the Hospital trench, where his injuries were dressed by Captain Fryne. The sufferer held in his hand a purse which he desired the Captain to take in return for the kindness shown him, but it was refused. The dressing completed, the Captain asked for volunteers to take the Japanese back to his lines, and Dudson at once stepped forward. In the meantime he had been out across the line of fire and had brought back over his shoulders a wounded Sergeant named Pearce. Then grasping the wounded man again Dudson carried him to the Japanese lines some distance away. All this was done amid a heavy cross fire, and those who witnessed it cheered Dudson lustily. It is said the plucky fellow has been mentioned for these heroic deeds—deeds which add lustre to the fame of not only the Royal Welsh Fusiliers but the whole British Army.

CRICKET.

H.K.C.C. V. R.E.F.C.

A start was made in the match about 11.30, but the play before tiffin was of somewhat a desultory nature. The Cricket Club XI took the field and began the attack with Smith and Dorehill, who met with success which was immediate and continuous. In fact the demand for batsmen was greater than the supply, and the forenoon was passed in a manner suggestive of a meadow as of a cricket field. The victims falling short about ten minutes to one o'clock, an early adjournment for tiffin was made. After the interval, the eleventh footballer was in evidence and the moribund innings was revived for a quarter of an hour. The heavy scorers of last week let the parent club down lightly, making between them only 13 as compared with their former combined total of 222. It must be gratifying to them both to be able to reserve themselves for occasions and to know that by their efforts the H.K.C.C. gained another victory this season. 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NEW ADVERTISEMENTS



ON November 26th and until the Steam Dredger *Canton River* is raised, the passage between her and the Praya Wall West of Murray Pier will be **BLOCKED** by CHAINS. Notice is hereby given that on and after the above date, no boats or other vessels should attempt to pass between the sunken dredger and the shore.

BASIL TAYLOR,
Acting Harbour Master, &c.
Harbour Department,
Hongkong, 21st November, 1900. [2970]

TO CANTON PLAYGOERS.

MR. CHARLIE TAYLOR and Miss ELLA CARRINGTON, of the TAYLOR-CARRINGTON CO., desire to express their sincere regret at the necessity which exists for their Season at the Canton Club Theatre to be postponed. Through a mistake made with regard to dates in Manila they are suddenly called upon to commence a Season there on the 28th inst., which, of course, prevents their visiting Canton at present. However, when the Company returns to Hongkong arrangements will be entered into for a Season in Canton, and the Taylor-Carrington management trust to receive then the liberal patronage that the excellence of their performances merits.

TIME IS PRECIOUS.

YOU may be able to assure to-day but not to-morrow, therefore call upon Mr. KENE to-day without fail.
THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.
F. KENE, Manager.
[2972]

THE BEST SAVINGS FUND.

The premium on a guaranteed cash value policy is not paid away, but invested with absolute certainty of return, with interest, if the policy be kept in force. Every payment is a deposit of savings.
THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.
F. KENE, Manager.
Hongkong, 26th November, 1900. [2973]



ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING of the ZETLAND LODGE will be held at the FREEMASONS' HALL on SATURDAY, the 1st December, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 26th November, 1900. [2971]

THE PUNJON MINING COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the above-named Company will be held at the Company's Office, No. 3, Des Vaux Road, Victoria, in the Colony of Hongkong, on SATURDAY, the 8th day of December, 1900, at NOON, for the purpose of Considering and, if thought fit, Passing the Resolutions following, viz:—

- 1.—That the Capital of the Company be increased by the creation and issue of 60,000 New Ordinary Shares of \$10 each, with the sum of \$8 paid up on each, and that the Directors be empowered and authorised to accept surrenders of the present 60,000 Ordinary Shares of the Company of \$8 each on which the sum of \$8 each has been paid up, and that one New Share of \$10, with the sum of \$8 paid up thereon, be given in lieu of and in exchange for each old share of \$8 fully paid up, and that thereupon the said old shares be cancelled.
- 2.—That of the remaining \$2 payable in respect of each of the New Shares, the sum of \$1 be paid on the surrender of the old share, and that the residue be (if necessary) called up and paid at such times and in such instalments as the Board may determine.

RESOLUTIONS B.

- 1.—That the Capital of the Company be increased by the creation and issue of 60,000 New Ordinary Shares of \$12 each with the sum of \$8 paid up on each, and that the Directors be empowered and authorised to accept surrenders of the present 60,000 Ordinary Shares of the Company of \$8 each on which the sum of \$8 each has been paid up, and that one New Share of \$12 with the sum of \$8 paid up thereon be given in lieu of and in exchange for each old share of \$8 fully paid up, and that thereupon the said old shares be cancelled.
- 2.—That of the remaining \$4 payable in respect of each of the New Shares the sum of \$1 be paid on the surrender of the Old Share, and that the residue be (if necessary) called up and paid at such times and in such instalments as the Board may determine.

Should the above Resolutions be passed by the requisite majority they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

By Order of the Board of Directors.
W. H. GASKELL,
Secretary.
Hongkong, 24th November, 1900. [2975]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "CLYDE" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—
From London, ex *s.s. Australia*,
From Persia Gulf, ex *s.s. H. Blagovesta*,
and *s.s. Australia* Port, *Packham*, *Nasir*.
Optional goods will be landed here unless instructions are given to the contrary before 5 P.M. TO-DAY.

Goods not cleared by the 30th instant, at 4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

A. M. MARSHALL,
Acting Superintendent.
Hongkong, 24th November, 1900. [1]

NEW ADVERTISEMENT

THE OSAKA SHOSHIN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"TAMSUI MARU."

Captain K. Hasegawa, will be despatched for the above ports on SUNDAY, the 2nd December, at DAYLIGHT.

For Freight or Passage, apply to:
THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 26th November, 1900. [15]

ENTERTAINMENT.

THEATRE ROYAL, CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB

WILL GIVE A PERFORMANCE of the COMEDY, Entitled,

"OUR FLAT"

IN THREE ACTS, TO-NIGHT (MONDAY),

26th November, 1900.
Commencing at 9 P.M. precisely.
Dress Circle, \$3; Stalls, \$2; Pk. \$1.
Half-price to pit for Soldiers, Sailors and Police in Uniform.

Tickets can be obtained at the Booking Office of the Theatre, City Hall, at 10 A.M.
Booking Office will be open from 10 A.M. to 4 P.M.
Late Trains will run 1/2 of an hour after the fall of the curtain.

H. C. NICOLLE,
Acting Manager.
Hongkong, 12th November, 1900. [2967]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

TO-DAY (MONDAY),
the 26th November, 1900, at NOON, at Yau-mat (Tai Kok Shui),

THE TWIN-SCREW STEAM-LAUNCH "KING SING."

Length, 87 ft.
Beam, 16 ft. 6 in. Reg. Tonnage about 99 Tons.
Depth, 7 ft. 6 in.

The Launch has been thoroughly overhauled and repaired 2 years ago.

The Launch to be at purchaser's risk on fall of the hammer.

A Steam-launch will leave Pedder's Wharf at 11.30 a.m. on day of sale to convey intending purchasers.

GEO. P. LAMBERT,
Auctioneer.
Hongkong, 17th November, 1900. [2912]

GOVERNMENT NOTIFICATION.

No. 608.

THE following Particulars and Conditions of Auction, to be held at the Office of the Public Works Department, THIS DAY (MONDAY), the 26th day of NOVEMBER, 1900, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary's Office,
Hongkong, 10th November, 1900. [2933]

Particulars and Conditions of the Letting by Public Auction Sale, to be held THIS DAY (MONDAY), the 26th day of NOVEMBER, 1900, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of Four Lots of Crown Land at Mong Kok Tai, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the Queen for one further term of 75 Years.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary's Office,
Hongkong, 10th November, 1900. [2933]

PARTICULARS OF THE LOTS.

No. of Lots, Locality, Boundary Measurements, Current Annual Rent, and Used Price.

No. of Lots	Locality	Boundary Measurements	Current Annual Rent	Used Price
1	Kowloon Island Lot	47' 6" x 47' 6" x 47' 6" x 47' 6"	255	12,587
2	"	47' 6" x 47' 6" x 47' 6" x 47' 6"	255	12,587
3	"	47' 6" x 47' 6" x 47' 6" x 47' 6"	255	12,587
4	"	47' 6" x 47' 6" x 47' 6" x 47' 6"	255	12,587

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

on THURSDAY,
the 29th November, 1900, at NOON, at his Sales' Room, Duddell Street,
THE BRITISH STEAMER "GLENARVOY."

2,938 Tons Gross.

as she now lies beached at Lung Tung Island, about 20 miles from Hongkong, with all her GEAR, BUNKER COALS and CARGO (about 1,000 Bales of HEMP, &c.).

To be sold in One Lot.

The same to be at Purchaser's risk on fall of the hammer.

GEO. P. LAMBERT,
Auctioneer.
Hongkong, 17th November, 1900. [2911]

TACK CHEONG LOONG, NAVY & MILITARY TAILOR, DRAPER AND OUTFITTER.

GARMENTS made by hand; guaranteed perfect fit. Hats, Straps, Socks, Silk Handkerchiefs, Boots, Shoes, &c. for Sale. New and Fashionable Goods. Prices very moderate.

No. 65, QUEEN'S ROAD CENTRAL.
Hongkong, 18th October, 1900. [2982]

POHOOMULL BROTHERS, WHOLESALE AND RETAIL IMPORTERS AND EXPORTERS.

Have for Sale,
Indian, Chinese and Japanese Silk Goods for Ladies and Gentlemen, and other Articles, Oriental Embroidery, Rugs and Carpets, Jewellery, Cashmere Shawls, Ivory, Sandalwood and Tortoiseshell Wares, Curiosities and Fancy Goods.

Inspection is solicited.
Hongkong, 8th November, 1900. [2795]

PUBLIC COMPANIES

THE HONGKONG ELECTRIC COMPANY, LIMITED.

SHAREHOLDERS, who have not yet PAID the Call of \$3 per Share on the New Issue of Shares, due on 1st instant, are hereby reminded that same should be paid forthwith and Scrip sent in to the Company's Office for endorsement, and notice is hereby given that, in accordance with the provisions of the Company's Articles of Association, interest at the rate of 12 per cent. per Annum from 1st inst. till date of payment will be charged on all such calls outstanding after this date.

By Order,
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 15th November, 1900. [2893]

A. S. WATSON & CO., LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND on account of the year 1900 at the Rate of Fifty Cents per Share (or Five per cent. on the Capital of the Company) will be PAYABLE at the Hongkong and Shanghai Bank, Hongkong, on and after the 28th instant, on Warrants to be obtained from the undersigned. Local Shareholders are requested to apply at the Company's Office for their Warrants.

The DIVIDEND will also be Payable at the Hongkong and Shanghai Bank, Shanghai, on presentation of Warrants there, on and after the same date.

The REGISTER of SHARES will be CLOSED from WEDNESDAY, the 21st instant until FRIDAY, the 30th instant, both days inclusive, during which period no Transfer of Shares can be registered.

By Order,
A. H. MANCELL,
Secretary.
Hongkong, 9th November, 1900. [2848]

THE HONGKONG STEAM WATER-BOAT COMPANY, LIMITED.

CAPITAL... \$75,000.

Divided into 7,500 Shares of \$10 each, payable \$5 on Application and the Balance to be called up as may be required.

CONSULTING COMMITTEE.
LIAO TZE SAN, Esq. (Manager, CHINA MERCHANTS STEAM NAVIGATION CO., LD.).

CHAUSUKI, Esq. (Manager, HONGKONG AND KOWLOON LAND AND LOAN CO., LD.).

MANAGER,
J. W. KEW, Esq.

BANKERS.

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

Solicitors,
Messrs. WILKINSON & GRIST.

OVER 5,000 Shares have been ALREADY ALLOTTED.

The Share List will Close on the 30th November, 1900.

Application Forms may be had at the Company's Bankers' Offices, HONGKONG AND SHANGHAI BANK, and at the Company's Solicitors' Offices, Messrs. WILKINSON & GRIST.

PROSPECTUS.

The object for which it is proposed to form the above Company is the acquisition and extension of the business now carried on by Mr. J. W. Kew, of supplying with fresh water the ships entering the harbour of Hongkong.

In consideration of the transfer by the vendor to the Company of his steamboats, pumps, hose, good-will, &c., he receives the sum of \$35,000.00 of which he is willing to take \$20,000 in fully paid up shares in the Company. Mr. Kew undertakes and guarantees the payment of a dividend of at least 10 per cent. to the shareholders, for the first two years of the existence of the Company.

Hongkong, 9th November, 1900. [2847]

TEBRAU PLANTING COMPANY, LIMITED.

IN accordance with Article No. VIII Paragraph 3 of the Articles of Association of the Company, Interest at the rate of \$10 per cent. per Annum is being charged on all Unpaid Calls.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 8th November, 1900. [2899]

NOTICE

THE YANGTZE INSURANCE ASSOCIATION, LIMITED.

BY a Resolution of the Board of Directors at a Meeting held on the 13th day of November, 1900, the following shares, numbered 6503/6512, were duly declared to be FORFEITED.

By Order of the Board of Directors,
W. S. JACKSON,
Secretary.
Shanghai, 13th November, 1900. [2934]

A. S. WATSON & CO., LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the above Company will be held at the Company's Office, Queen's Road Central, Victoria, Hongkong, on TUESDAY, the 4th day of December next, at TWELVE O'CLOCK NOON, when the proposed Resolution will be proposed.

Should the Resolution be passed it will be submitted for confirmation as a Special Resolution to a Second Extraordinary General Meeting which will be subsequently convened.

RESOLUTION.—
"That the Regulations approved by this meeting and for the purposes of identification subscribed by the General Managers be and the same are hereby approved and that such Regulations be and they are hereby adopted as the Regulations of the Company to the exclusion of all existing Regulations thereof."

By Order,
A. H. MANCELL,
Secretary.
Hongkong, 24th November, 1900. [2962]

AMERICAN SYSTEM OF DENTISTRY

AT
No. 39, QUEEN'S ROAD CENTRAL.
CHADWICK KEW
(LATE OF POATE & NOBLE).
Hongkong, 15th September, 1899. [2419]

HOTEL

WINDSOR GARDEN & RESTAURANT.

A PLEASANT 15 minutes' drive from town will bring Visitors to above, which overlooks Happy Valley, and commands a magnificent view of the surrounding Hills and Race Course. Unequalled situation, in a quiet and healthy locality. Can be overlooked from the Bowen Road, from which Visitors may either walk down or ride by chair. Tennis, Croquet, &c.

"BOA VISTA" HOTEL, MACAO.

THE only FIRST CLASS HOTEL in the Colony. Moderate terms by the day or month. European Management.

MACAO is distant 40 miles West of Hongkong and the journey is made each day (Sundays excepted) by the magnificent Saloot Steamer "HUNGSIAN" in 3 hours, leaving Hongkong at 2 P.M., and Macao at 8 A.M.

Connection made by Company's Steamer to and from Canton.

Tourists should not miss the chance of visiting this famous old City.

For Terms, apply
MANAGER,
Telegraphic Address, "Boavista." 2549

RAFFLES HOTEL, SINGAPORE.

SITUATION UNSURPASSED.

THE Finest Hotel in the East. Rooms on a suite. Every Room with Private Bathroom attached. Cuisine under two French Chefs.

CURRIES A SPECIALITY.

Every Home Comfort.
Electric Bells throughout the Hotel.
Electric Lights.
Electric Fans.
Terms Moderate.

SARKIES BROTHERS,
Proprietors.
Hongkong, 16th August, 1900. [231]

SHOW OF CHRYSANTHEMUMS.

MR. DORABEE NOWROJEE begs to intimate to his Friends and the general Public that his Fine Collection of CHRYSANTHEMUMS will be on SHOW in the Gardens at KOWLOON HOTEL for one week, commencing from TO-DAY (MONDAY), the 26th instant, by Elgin and Chester Roads.

Hongkong, 24th November, 1900. [2964]

VICTORIA PRECEPTORY AND PRIORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL, TO-NIGHT (MONDAY), the 26th November, at 8.30 for 9 P.M. precisely. Visiting Sir Knights are cordially invited to attend.

Hongkong, 21st November, 1900. [2945]

EOTHEN MARK LODGE, No. 264.

A REGULAR MEETING of the EOTHEN MARK LODGE will be held at the FREEMASONS' HALL on THURSDAY, the 29th instant, at 5 for 5.30 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 24th November, 1900. [2969]

FURNISHED ROOM wanted by a Bachelor, with or without BOARD.

Apply to—
M. N.
Care of Office of this Paper.
Hongkong, 24th November, 1900. [2966]

WANTED.

A CLERK—Apply, stating qualifications, age and salary required to—
W.
Care of the Daily Press Office.
Hongkong, 23rd November, 1900. [2958]

CHRISTMAS! CHRISTMAS! CHRISTMAS!!!

NOY TOYS, TOYS, TOYS of all descriptions.
CRACKERS in beautiful variety.
SWEETS, CHRISTMAS CAKES, &c.
CHRISTMAS and NEW YEAR CARDS a Speciality.

INSPECTION INVITED.
THE MUTUAL STORES,
8 & 10, D'Aguiar Street.
Hongkong, 24th November, 1900. [2968]

IMPERIAL BANK OF CHINA.

NOTICE.

WHEREAS THE IMPERIAL BANK OF CHINA'S Premises in Peking have been destroyed by the Rebels and the following UNISSUED NOTES expressed on the face thereof to be payable at its Office in Peking in CHING-PING-TSU-YIN currency, have been STOLEN therefrom:

100,000 Notes of 5 Maces each—
Nos. 0001 to 100,000.

100,000 Notes of 1 Tael each—
Nos. 0001 to 100,000.

20,000 Notes of 5 Taels each—
Nos. 0001 to 20,000.

10,000 Notes of 10 Taels each—
Nos. 0001 to 10,000.

The Public are hereby cautioned against purchasing or dealing in any way with such Notes, as the Bank accepts no liability for the same.

By Order of the Board of Directors,
For the IMPERIAL BANK OF CHINA,
(Sgd.) W. MAITLAND,
Acting Chief Manager.
Hongkong, 20th September, 1900. [2456]

BANKS.

THE BANK OF CHINA & JAPAN, LIMITED.

WORKING CAPITAL.....over £215,000
RESERVE LIABILITY OF SHAREHOLDERS.....fully £425,000

HEAD OFFICE:
36, Nicholas Lane, London.

BRANCHES:
Hongkong, Shanghai, Singapore

AGENTS:
Yokohama, Kobe, Penang, Bombay, Calcutta, Madras, Colombo, Rangoon, Java, Lyons, and Paris.

BANKERS:
The Bank of England and the Capital and Counties Bank, Limited.

General Manager—F. C. BISHOP.

INTEREST ALLOWED.

On Current Accounts.....2 per cent.
On Fixed Deposits 3 months.....4 " "
Do. 6 ".....4 " "
Do. 12 ".....4 " "

The Bank buys and sells and receives for collection Bills of Exchange on, and transacts general Banking business with, the above places: Hongkong, 24th October, 1900. [23]

THE MERCHANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....£1,500,000
SUBSCRIBED.....£1,500,000
PAID-UP.....£652,500
RESERVE FUND.....£30,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 1/2 per cent. on the Daily balances.

ON FIXED DEPOSITS:—
For 12 months.....4 1/2 %
" 6 ".....4 %
" 3 ".....3 1/2 %

J. THURBURN,
Manager, Hongkong.
Hongkong, 24th March, 1900. [250]

THE BANK OF TAIWAN (FORMOSA), LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

AUTHORIZED CAPITAL.....Yen 5,000,000
PAID-UP CAPITAL.....1,250,000

HEAD OFFICE—TAIPEI, FORMOSA.

JIUJHI SOTEDA, Esq., President.
Head Office Manager: HIROMI KAWASAKI, Esq.

BRANCHES AND AGENTS:
Tokyo, Osaka, Kyoto, Yokohama, Kobe, Nagasaki, Hakodate, Moji

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.

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MISSIONARY WORK IN CHINA.

SERMON BY THE BISHOP OF VICTORIA.

On Sunday morning, the Right Rev. the
Bishop of Victoria preached in St. John's
Cathedral on the subject of missionary work in
China, the occasion being the day set apart in
the Anglican Church for the intercession for
missions.His Lordship took for his text Psalm ii
1-6.He said:—Why do the heathen rage? The
question is one which has been asked very often
of late. Why have the Chinese risen up as
they have? Why have people, ordinarily quiet
and well disposed, suddenly treated all Euro-
peans who were to be found amongst them with
almost unheeded barbarity? Why has a popu-
lace, ordinarily indifferent to the religious
views of their neighbours, suddenly turned upon
their Christian fellow-countrymen and slain
them by thousands?A few months ago the common answer to
this question was that missions were responsible
for these terrible events. The trend of public
thought has changed of late. People have
realized that other causes have been at work;
that political influences and commercial aggres-
sions lie at the root of the present distur-
bances; that though missionaries and missions
have been the chief sufferers, they have not been
the chief cause; and that they have suffered
more than others only because they have had
no means of protecting themselves. But even
now there are many who, whilst they realize that
the outbreak in China is political and not
religious, anti-foreign and not anti-Christian,
directed against syndicates rather than Church-
es, have yet thought, and plainly stated their
views, that missionary work, and wrong mis-
sionary methods, have done much to precipitate
the catastrophe. And such views, stated as
they often have been by just and sober-minded
men, have not unreasonably led many to believe
that missions are not carried on in a right way.Such a belief must necessarily alienate sym-
pathy, and by so doing weaken the power
of intercession. I propose therefore this
morning, on which you are specially invited to
intercede for missions, to ask you to consider
this matter. I do not intend to discuss the
political side of the question, as to whether, or
to what extent, missions are responsible for the
present troubles; but rather to discuss some of
the objections to missions and to missionary
methods, which have been brought into special
prominence during the recent controversies. May
the Holy Spirit so direct my words that
they may stir up in your hearts the earnest
desire to forward by your prayers, by your
sympathy, and by any other help that you can
give, the great work which our ascended Saviour
has committed to His Church!For at the outset be it remembered that, as
regards the duty of carrying on the work of
missions, there is really no room for question-
ing. There are, we know, those who say that
the Chinese do not need Christianity; that their
own religious systems are better adapted to the
people, and are sufficient for their needs. To
the man who believes that Jesus is the Son of
God, that God has given Him to be "the Saviour
of the world," that Christ "is the propitiation
for our sins, and not for ours only,
but also for the sins of the whole
world," there can be no doubt that it is the
duty of the Church of Christ to proclaim these
blessed truths, at all times, in all places, and to
all men. All controversy on that point is set
at rest by the clear command of Christ: "Go ye
into all the world and preach the Gospel to every
creature." The Church as a Church, and every in-
dividual who acknowledges the divine authority
of Christ, is bound by that command, as plainly
as a soldier is bound to obey the commands of
his sovereign.This being so the criticisms which are, often
passed as to the alleged want of success of mis-
sions in China are beside the mark. Want of
success might be a good reason for examina-
tion as to whether the methods employed are
sound or not, but could afford no ground for
disobedience to a plain command. But it is worth
pausing to inquire whether missions in China
are unsuccessful or not. It is alleged some-
times that the numbers of converts are very
small, at other times that the converts them-
selves are insincere, and attracted only by
worldly motives. Now to take these two points
separately. Protestant missions in China—and
I am speaking now only of Protestant missions.
for I do not accurately know the facts about
others—are not more than sixty years old. Yet
at the commencement of this year these missions
counted some 100,000 communicants. It is
generally considered rapid progress, if the
number of converts in a mission is doubled in
twenty years. Yet in China, in the two Church
of England missions of which I can speak from
intimate personal knowledge, viz. the Mid-
China and South China Missions, the number
of converts has increased at a far more rapid rate,
doubling itself in each succeeding ten years. In
this diocese alone, where mission work is just fifty
years old, the number of baptized converts of our
Church now living is more than ten thousand.
In this colony, where many of the European
residents will tell you that practically mission
work is a failure, we are now drafting a scheme
for setting the native branch of the Anglican
Church on an independent footing. It is ready
now to pass from under the fostering care of a
missionary society, and is able to support its
own pastors and Church work, quite as well
as this cathedral congregation does. That is
not slow progress in only half a century,
especially when you consider that the initial
stages of a mission are necessarily the most
difficult.Then as regards the other point. Is it a
fact that the converts are insincere, and attach
themselves to the missions only for worldly
motives? Many who do not know the converts,
residents it may be in China who do not know
the language, or book-writing travellers who
record the gossip they hear in the Clubs, will
tell you that it is true. Those who know the
converts, who live amongst them, who converse
with them, who see their homes, and their lives,
who know their trials, and the constant strain
of persecution under which they live, will tell
you, I believe I may say with absolute un-
animity, that, though the Chinese Christian,
like the English Christian, is not without faults,
yet he is genuine and true. Of course we must
with false professors in China as well as else-
where; but as regards worldly motives they are
very few, in proportion to the whole number of
converts who can possibly have any hope of
worldly gain; whilst those who come forward
for baptism in the face of persecution and
knowing that from a worldly point of view they
must lose, are very many. Take for instance
this year in the Fuk-kien Province. Through-
out God's mercy our mission in Fuk-kien has not
suffered from massacre this year; in their im-
mediate neighbourhood chapels of other mis-
sions have been burned and the native pre-
achers have been severely beaten, but the Eu-
ropean missionaries have been withdrawn from
their stations, and the native clergy and
converts have been living and working in con-
stant anxiety, in real peril of their lives, with
much persecution, such as the destruction of their
crops, and the pulling down of their houses.
Yet in the face of all this the number
of baptisms in the year has been 931, of
whom 627 were baptized as adults. Now what
inducement could these people possibly have to
lead them to join the Church under present
circumstances, if they were not genuine? Then
again the native converts in Fuk-kien have
during this year contributed out of their
pocket 8,237, an advance of \$500 over pre-
ceding years towards the support of their native
clergy and catechists, and other Church ex-
penses. Does that look like joining the Church
for worldly gain? I tell you, and I speak from
an experience of 25 years, spent in very close
contact with the Chinese converts, I believe in
them. I respect their faith, their earnestness,
their steadfastness under many trials, their zeal
in spending the Gospel; and my heart often
burns within me as I hear them scoffed at by
men who do not know what suffering for the
faith means.To pass on then to the question of methods.
Are they right who say that the methods of the
modern missionaries are unsound? No one
would of course argue that no mistakes are
made. The work of missions is carried on by
weak and fallible men; and in any human work
mistakes are sure to occur. In the affairs of
state, in the conduct of military operations,
in all worldly matters mistakes are made; and
we have no reason to suppose that missionary
operations will be carried on without any errors.
Moreover the field of operations is wide, and the
circumstances of different missions differ so
greatly that there is always much room for
variety of method, and consequently also much
room for criticism. It is not unnatural, there-
fore, that those who are engaged in the work,
who have made it their special study, should
think somewhat lightly of the criticisms of
those who really know nothing or next to nothing
of its nature and its difficulties. At the same
time it would not be wise to ignore the
opinions of those who criticize, not from a
spirit of carping hostility, but with friendly
motives, though sometimes erroneous impressions.
Such criticisms are made, and those who are
responsible for the conduct of missions are
glad enough to receive and consider them.
One or two of such criticisms I propose to
notice this morning, because I believe that by
so doing I may be able to remove false im-
pressions from the minds of some. Missionaries
are often blamed for attacking the harmless
institutions of the people to whom they preach.
Of late, for instance, the folly of deifying
ancestral worship in China has been
frequently adduced as a common mistake of
missionaries. The mistake, I think, is entirely
on the side of those who think that this is done.
Missionaries, whether European or Native, do
not go about deifying against ancestral wor-
ship. It is a subject which so far as my own
experience goes—and I have had a wide experi-
ence of evangelistic preaching in company with
many missionaries of various shades of opinion
—is never introduced by a Christian preacher.
That is not his work. His work is to proclaim
the facts of the Gospel, and to try to commend
his preaching to the minds of the people. Some-
times the matter of ancestral worship will be
brought up by the heathen objector, who will
charge Christians with lack of filial piety; but
in such cases the preacher, whether native or
foreign, always—as far as my experience goes,
and it is borne out by the experience of others—
deals gently with the objection by showing
from Scripture how Christianity includes the
duty of filial piety, only in a somewhat different
manner to the corrupt following of Confucius
now in vogue amongst the Chinese. Even in
dealing with such a matter as the worship of
idols, the missionary endeavours to follow the
example of St. Paul at Athens, and to presenthis message in a form which may be acceptable
to his hearers. I do not think that, as a rule,
any unnecessary friction is caused by attacks on
the institutions or customs of the country.
Then again missionaries are charged with
using political influence and interfering with
the law suits and civil disputes of the people. I
am afraid that to a certain extent this charge
must be admitted as true; but I would most
emphatically say that, so far as Protestant mis-
sions are concerned, when such things are done
they are done by individuals, usually under the
impression that they are helping those who are
being persecuted for their faith, and always
contrary to the wishes of the responsible direc-
tors of their missions. In evidence of this let
me cite what took place last year. The Chinese
Government wished the Protestant missionaries
to accept the official status which had been al-
ready granted to the missionaries of the Roman
Church, which would have given them the
power, if not the right, to interfere in such
matters. As a matter of fact the British
Government also wished the missionaries of the
Anglican communion to accept this so-called
privilege. What did the missionaries do? First
the Bishops of the Anglican Communion
discussed the matter, and rejected the proposal.
The matter was afterwards discussed in various
conferences and meetings of missionaries both
of our own Church and also of other Protestant
bodies. One and all rejected the proposal.
The mind of the Protestant missionaries
with regard to this question could not have
been more clearly shown. Political influence
was to be had for the taking. It was rejected
with absolute unanimity. I believe that I am
expressing the conviction of all the missionaries
of experience in China, certainly I am express-
ing my own most deep conviction, when I say,
that in the future settlement of these present
troubles it will be most injurious to the spread
of pure Christianity if any kind of political
influence is accorded to the Christian Churches.
But I must not dwell longer on criticisms,
nor indeed on arguments. We have met
here together to-day; we shall meet again
this evening, for prayer, intercessory prayer,
and not for argument. I have spoken as I
have because I know that in the minds
of many, some of the matters on which
I have touched have formed a real diffi-
culty, and have hindered the sympathy which
we ought all, as Christian people, to feel in the
spread of Christ's Gospel. Most thankful shall
I be if what I have said may be the means of
clearing away some misconceptions, or removing
some difficulties. For assuredly missions in
China do need your prayers now. Probably
some hundreds of missionaries have been
massacred, the rest are for the most part driven
from their stations. The converts who have
been massacred are to be counted by thousands,
thousands of others have been driven from their
homes, the churches and chapels have been de-
stroyed. And though the movement has been,
as I said before, anti-foreign and not anti-
Christian, yet large numbers have been called
upon to witness as martyrs; and have, when
the alternative has been offered, chosen rather
to suffer death than to deny their Lord who died
for them. Most earnestly ought we to pray that
these troubles may soon come to an end; that
peace may be restored; that the messengers of
the glad tidings may be able to return to
their work; that the scattered remnants of
the Churches may be gathered together again;
and that the Word of God may have free course
and be glorified in China. As we look forward
our minds are full of anxious questioning.
What will the missionaries find when they are
permitted to return to their posts? What will
be the effect of this great catastrophe? the
greatest catastrophe that has for centuries be-
fallen the cause of missions. Of this I am
confident. The gates of Hades will not prevail
against Christ's Church. It may suffer, it may
for a time have its light obscured, but it can-
not be destroyed. The Indian Mutiny swallow-
ed up the work of missions for a time, but
afterwards the Church arose again, brighter
better, stronger, for the troubles through which
it had passed. The missionaries were driven
from Madagascar for 25 years, A.D. 1897 to
1891, by force persecution which raged in the
country; they went back to find that in spite of
persecution the Church had increased ten-fold.
So will it be in China. The heathen may
furiously rage, they may take counsel together
against the Lord and against His Anointed,
but God has set His King upon His holy hill
of Zion, and He must reign until He has made all
His enemies His footstool. To us, members of
His Church, has He given the privilege of help-
ing in the extension of His kingdom, some by
active work, some by gifts, some by prayers.
Your gifts are not asked for mission work
to-day, but I trust that at other times you will
not be negligent in this matter. Many of you
are decouraged by various causes from taking
part in the active work of missions, but you
can all pray, and earnestly do I entreat you to
pray, with persistent, sympathetic prayer for
the work of those who are engaged in spreading
the knowledge of Christ amongst the heathen.NOT BEYOND HOPE.
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ROOMS, with Board.
Apply to Mrs. MATHER,
9, Pedder's Hill.
Hongkong, 1st January, 1892.

BOARD AND RESIDENCE.

MRS. SIDNEY JEFFREY,
"VERITAS."
BEACH ROAD WEST,
FELIXSTOWE, SUFFOLK,
ENGLAND.
Hongkong, 28th August, 1900. [2293]

怡生號

YEE SANG & CO.,
COAL MERCHANTS
has always on hand
LARGE STOCKS OF VERY DESCRIP-
TION OF COAL.
Address—Care of Messrs. KWONG SANG & Co.
No. 144, DES VOEUX ROAD. [22]

YOBARI AND SORACHI

COALS.
HOKKAIDO TANKO TETSUDO
KAISHA.
HOKKAIDO COLLIERY AND RAILWAY CO.)
CAPITAL 12,000,000 ANNUAL OUT-
PUT 800,000 Tons.

PORTS OF EXPORT—

OFARU AND MUKOAN.
THE celebrated Yobari and Sorachi Coals are
widely known as the best and most econ-
omical Japanese Coals. The Coals can be
obtained at Tokyo, Yokohama, Ofaru, Muroran,
Shanghai, Hongkong and other principal ports.
OFFICE: MINAMI IYAMACHI, TOKYO,
JAPAN.
Telegrams: "TANKO" TOKYO.
HUGHES & HOUGH,
Agents for Hongkong. [49]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SUEZ CANAL.	AXAX	Brit. str.	—	Batt	BUTTERFIELD & SWIRE	To-morrow.
LONDON, &c. VIA PORT OF CALL.	CANTON	Jap. str.	—	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On or about 28th inst.
LONDON VIA SUEZ CANAL.	SOBRON	Brit. str.	—	L. M. Wilmer, R.N.E.	P. & O. S. N. Co.	On 8th Dec., at Noon.
LONDON VIA SUEZ CANAL.	ANTENOR	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	On 11th Dec.
LIVERPOOL DIRECT.	ACHILLES	Brit. str.	—	Brown	BUTTERFIELD & SWIRE	On 25th Dec.
BREMEN, VIA PORT OF CALL.	PIERREUS	Brit. str.	—	Tillotson	BUTTERFIELD & SWIRE	On 1st Dec.
MARSEILLES, LONDON & ANTWERP, V. S. PORE, &c.	STUTTGART	Brit. str.	—	P. Grosch	MELCHERS & CO.	On 25th inst., at Noon.
MARSEILLES, &c. VIA PORT OF CALL.	AWA MARU	Jap. str.	—	N. Trent	NIPPON YUSEN KAISHA	On 30th inst., at Daylight.
HAYRE & HAMBURG	ANNAM	Fren. str.	—	Poydenot	MELCHERS & CO.	On 3rd Dec., at 1 P.M.
HAYRE & HAMBURG	AMBRIA	Ger. str.	—	A. Wagner	MELCHERS & CO.	On or about 8th Dec.
HAYRE & HAMBURG	ARAGONIA	Ger. str.	—	Forst	CARLOWITZ & CO.	On or about 20th Dec.
HAYRE & HAMBURG	WITTENBERG	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 20th Dec.
HAYRE & HAMBURG	SAMBA	Ger. str.	—	Schmidt	CARLOWITZ & CO.	On or about 20th Dec.
HAYRE & HAMBURG	HOLSATIA	Ger. str.	—	Bakle	CARLOWITZ & CO.	On or about 20th Dec.
NEW YORK VIA SUEZ CANAL.	GLADSTONE	Brit. str.	—	E. G. Warner	DODWELL & CO. LIMITED	On or about 27th inst.
NEW YORK VIA SUEZ CANAL.	DEVONSHIRE	Brit. str.	—	Hansen	McGREGOR BROS. & CO.	On 12th Dec.
NEW YORK VIA SUEZ CANAL.	VERONA	Ger. str.	—	Hansen	McGREGOR BROS. & CO.	On or about 20th Dec.
VANCOUVER, VIA SHANGHAI, &c.	R. Moberg	Brit. ship	—	H. Pybus, R.N.E.	CARLOWITZ & CO.	On or about 28th Dec.
VICTORIA, B.C., &c. VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. ship	—	J. W. Ekstrand	ARNHOLD, KARBURG & CO.	Quick despatch.
PORTLAND, OREGON, VIA JAPAN	RIJUN MARU	Jap. str.	—	A. Dixon	NIPPON YUSEN KAISHA	On 16th Dec.
PORTLAND, OREGON, &c. VIA JAPAN, &c.	TACOMA	Brit. str.	—	Petersen	DODWELL & CO. LIMITED	To-day, at 4 P.M.
SAN FRANCISCO VIA SHANGHAI, &c.	MILOS	Ger. str.	—	Petersen	ARNHOLD, KARBURG & CO.	On or about 30th inst.
SAN FRANCISCO VIA AMOY, &c.	EVA	Brit. str.	—	Petersen	PACIFIC MAIL S. S. CO.	On or about 1st Dec.
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF PEKING	Brit. str.	—	Petersen	PACIFIC MAIL S. S. CO.	On 4th Dec., at Noon.
HONGKONG MARU	CHINGTU	Brit. str.	—	Williams	TOYO KISEN KAISHA	On 11th Dec., at Noon.
AUSTRALIAN PORTS	CHINGTU	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 10th Dec.
AUSTRALIAN PORTS	CHINGTU	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 10th Dec.
GERMAN COLONIAL & AUSTRALIAN PORTS	CHINGTU	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 10th Dec.
YOKOHAMA, VIA NAGASAKI & KOBE	CHINGTU	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 10th Dec.
NAGASAKI, KOBE & YOKOHAMA	CHINGTU	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 10th Dec.
VLADIVOSTOCK	CHINGTU	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 10th Dec.
WEIHAWEI	CHINGTU	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 10th Dec.
SHANGHAI	CHINGTU	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 10th Dec.
SWATOW, AMOY & TAIWANFOO	CHINGTU	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 10th Dec.
SWATOW, AMOY & TAIWANFOO	CHINGTU	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 10th Dec.
FOOCHOW VIA SWATOW & AMOY	CHINGTU	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 10th Dec.
MANILA	CHINGTU	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 10th Dec.
MANILA	CHINGTU	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 10th Dec.
SINGAPORE, PENANG & CALCUTTA	CHINGTU	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 10th Dec.
SINGAPORE & BOMBAY	CHINGTU	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 10th Dec.

SHIPPING.

ARRIVALS.
Nov. 23, German torpedo boat destroyer, No. 91, 360, 1st Flotilla, Canton 23rd November.
Nov. 24, MYTHO, French transport, 2,301, Bouscia, Saigon, 21st November.
Nov. 24, BENLARI, British steamer, 1,450, Kroble, Moji 18th November, Coals—Gina, Livingston & Co.
Nov. 24, FEICHING, British steamer, 939, J. Gordon, Haiphong 21st November and Ho-how 22nd, General—JESSEN & Co.
Nov. 24, CLYDE, British steamer, 2,198, A. I. Valentini, Bombay 7th November and Singapore 20th, Mails and General—P. & O. S. N. Co.
Nov. 24, BENL, German steamer, 7,436, H. Schmidt, Taku 19th November, Ballast—SHIMSEN & Co.
Nov. 24, ANPING MARU, Jap. str., 1,053, S. Atsumi, Anping 21st Nov., General—MITSUI BUSSAN KAISHA.
Nov. 24, THALES, British steamer, 320, Robson, Haiphong 21st Nov. and Ho-how 23rd, Rice and Pigs—DUBOIS LAFRAIX & Co.
Nov. 25, CITY OF PEKING, Amr. str., 3,123, J. T. Smith, San Francisco and Shanghai 23rd Nov., Mails and General—P. & O. S. N. Co.
Nov. 25, DIAMANTE, British str., 1,255, Ramsay, Manila 22nd November, Hemp—SHEWAN, TOMES & CO.
Nov. 25, HAILAN, French str., 377, Merles, Pakhoi and Ho-how 24th Nov., General—A. R. MARY.
Nov. 25, BERA GHOM KLAO, German str., 1,011, Jas. Fowler, Bangkok 15th Nov., Rice, &c.—BUTTERFIELD & SWIRE.
Nov. 25, TAICHONG, German str., 886, Ahrens, Saigon 20th November, Rice and Flour—MEYER & Co.
Nov. 25, DESCARTES, French cruiser, 4,000, de Sauno, Saigon 21st November.

CLEARANCES.

At THE HARBOUR MASTER'S OFFICE.
24th NOVEMBER.
Sierra Miravida, British ship, for Royal Road.
Kaitong, British str., for Manila.
Haitung, British str., for Swatow.
Maidaru Maru, Japanese str., for Swatow.
Sishan, British str., for Swatow.
Achilles, British str., for Shanghai.
Bonia, German str., for Saigon.
Haitung, British str., for Fochow.
Fushan, British str., for Shanghai.
Kamung, British str., for Singapore.
Taisan, British str., for Canton.

DEPARTURES.

Nov. 23, MARIE JESSEN, Ger. str., for Saigon.
Nov. 23, SIAM, British str., for Singapore.
Nov. 23, CAESAR, American transport, for New York.
Nov. 24, COROMANDEL, British str., for Europe.
Nov. 24, AMERICA MARU, Japanese str., for San Francisco.
Nov. 24, CHINA, German str., for Saigon.
Nov. 24, VALE OF DOON, British bk., for Rajang.
Nov. 24, HSHFUNG, British str., for Fochow.
Nov. 24, FUSHUN, British str., for Shanghai.
Nov. 24, TAIWAN, British str., for Canton.
Nov. 24, KUMANG, British str., for Calcutta.
Nov. 24, KAITONG, British str., for Swatow.
Nov. 24, MAIDZURU MARU, Jap. str., for Swatow.
Nov. 25, SISHAN, British str., for Swatow.
Nov. 25, ACHILLES, British str., for Shanghai.
Nov. 25, BOSNIA, German str., for Saigon.

VESSELS IN DOCK.

ABERDEEN DOCKS—Ben. Sewall.
KOWLOON DOCK—Tartar, Zafiro, Clara, Huo, Sandakan, Formosa.
CHROMPOLITAN DOCK—Mongkut, Breconshire, Tacoma.

SHIPPING REPORTS.

The Japanese steamer *Anping Maru*, from Anping 21st inst., had strong N.E. breeze and fine weather.
The British steamer *Diamante*, from Manila 22nd inst., had moderate N.E. winds with clear and fine weather.
The British steamer *Olyde*, from Bombay 7th inst. and Singapore 19th, had moderate N.E. winds and fine weather with occasional rain squalls.
The British steamer *Phra Chon Kiao*, from Bangkok 15th inst., experienced light northerly winds and fine weather, to Poremba, from there to arrival moderate to fresh N.E. winds and moderate sea.
The British steamer *Thales*, from Haiphong 21st inst. and Ho-how 23rd, had moderate to fresh monsoon. Vessels in Haiphong—*Hanoi* and *Jacob Diederichsen*. In Ho-how—*Hoiho* and *Hailong*.
The German steamer *Bosnia*, from San Francisco for Taku on the 12th Oct. with 1,163 horses for the German artillery. She had fine weather going across and sailed at Kobe for an inland steamer. The passage to Kobe was done in 19 days, and from there to Taku steamed three days. After discharging her horses, she left on the 19th inst. at 8 p.m. Off Weihaiwei had a northerly gale and afterwards

strong N.E. monsoon. The whole distance from Taku to Hongkong amounts to 1,440 miles; and the trip was done in four days six hours. The average speed was fourteen knots per hour. The ship is bound to Saigon.

VESSELS ON THE BERTH.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship
"YUENSANG."
Captain Rolfe, will be despatched as above TO-DAY, the 26th inst., at 4 P.M.
This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 19th November, 1900. [2929]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"AJAX."
Captain Batt, will be despatched as above TO-MORROW, the 27th November.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th October, 1900. [2638]

FOR NEW-YORK VIA SUEZ CANAL.

THE Steamship
"HILGLEN"
will be despatched for the above port on or about TUESDAY, the 27th inst., and will be followed by the Steamship
"HUDSON"
about the end of December.
For Freight, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 19th November, 1900. [2410]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.
THE Company's Steamship
"ANPING MARU."
Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 28th inst., at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 14th November, 1900. [1443]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
THE Company's New Steamship
"DIAMANTE."
Captain A. Rime, will be despatched as above on WEDNESDAY, the 28th inst., at 5 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.
A doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 22nd November, 1900. [2986]

FOR VLADIVOSTOCK.

THE Steamship
"GERMANIA."
Captain Bendixen, will be despatched as above on or about the 28th inst.
For Freight, apply to
EAST ASIATIC TRADING CO., LTD.,
Agents.
Hongkong, 22nd November, 1900. [2062]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship
"CATHERINE APCAR."
Captain J. G. Olifant, will be despatched for the above ports on THURSDAY, the 29th inst., at 5 P.M.
For Freight or Passage, apply to
DAVID SASSOON, SONS & CO.,
Agents.
Hongkong, 24th November, 1900. [2951]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SHINANO MARU	{NAGASAKI, KOBE and YOKO-}	MONDAY, 26th Nov., at
G. E. P. Cook	{HAMA}	NOON.
RIJUN MARU	{VICTORIA, B.C. and SEATTLE,	MONDAY, 26th Nov., at
J. W. Ekstrand	{U.S.A., VIA SHANGHAI, MOJI,	4 P.M.
	{KOBE and YOKOHAMA}	
AWA MARU	{MARSEILLES, LONDON, and	FRIDAY, 30th Nov., at
N. Trent	{ANTWERP, VIA SINGAPORE,	DAYLIGHT.
	{PENANG, COLOMBO & PORT	
	{SAID}	

Through Passengers, Tickets, and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA,

Manager.

Hongkong, 30th October, 1900. [12]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON	{CANTON	{About 29th	{Freight or Passage.
	{C.F. Lockstone, R.N.E.	{Nov.	
YOKOHAMA VIA NA-	{JAPAN	{About 30th	{(Passing through the Inland
GASAKI & KOBE	{G. K. Wright	{Nov.	{Sea). Freight or Passage.
LONDON, &c.	{SOBRON	{Noon, 18th	{See Special Advertisement.
	{L. M. Wilmer, R.N.E.	{Dec.	
SHANGHAI	{BENGAL	{About 8th	{Freight or Passage.
	{S. Barham, R.N.E.	{Dec.	

PASSENGER SEASON, 1901.

S.S. PLASSY ... 7,240 tons ... March 30th; MARSEILLES AND LONDON DIRECT.
S.S. SOBRON ... 7,382 tons ... April 27th ... Without Transhipment.

For Further Particulars, apply to

A. M. MARSHALL,

Acting Superintendent.

Hongkong, 24th November, 1900.

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

NORDDEUTSCHER LLOYD

(FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TIENTSIN, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AMBRIA	{HAYRE & HAMBURG	{About 8th
Capt. A. Wagner	{(London with transhipment in Hamburg)}	{December}
ARAGONIA	{HAYRE & HAMBURG	{About 20th
Capt. Forst	{(London with transhipment in Hamburg)}	{December}
WITTENBERG	{HAYRE & HAMBURG	{About 30th
Capt. Hempel	{(London with transhipment in Hamburg)}	{December}
SAMBA	{HAYRE & HAMBURG	{About 8th
Capt. Schmidt	{(London with transhipment in Hamburg)}	{Jan., 1901}
HOLSATIA	{HAYRE & HAMBURG	{About 20th
Capt. Bakle	{(London with transhipment in Hamburg)}	{Jan., 1901}

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO.,

AGENTS.

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD

OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 24th December, 1900. [13]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
TACOMA	2,811	A. Dixon	December 1
BRAMMAR	3,601	W. Watt	December 8
GOODWIN	4,421	A. Jackson	December 12
DUKE OF FIFE	3,821	J. S. Cox	December 20

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON—232.
Excellent accommodation. First class Table. DOCTOR and STEWARDSS carried.
Passengers to EUROPE may proceed by one of the First Class ATLANTIC MAIL LINES.
HONGKONG TO NEW YORK—248.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental trains—day and night; Tacoma to New York in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA AND TACOMA—235.
The best route to the Klamath Gold Fields. Frequent sailings from Victoria and Tacoma to Dyea and St. Michael.

Rates of Passage to other points on application.
A Special rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to
DODWELL & CO. LIMITED,
General Agents.

Hongkong, 24th November, 1900.

[10]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—4,000 Tons—10,000 Horse-Power—Speed 18 knots.

PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).
"EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.E. WEDNESDAY, 18th Dec., 1900
"EMPEROR OF CHINA" Comdr. R. Archibald, R.N.E. WEDNESDAY, 18th Jan., 1901
"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.E. WEDNESDAY, 18th Feb., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection with the Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unexcelled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 22nd November, 1900.

[9]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
STUTTGART	WEDNESDAY 22nd November
KONIG ALBERT	WEDNESDAY 29th December
ERIN HENRICH	WEDNESDAY 26th December
ELISEE IRENE	WEDNESDAY 9th January, 1901
PREUSSEN	WEDNESDAY 23rd January, 1901
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 6th February, 1901
SACHSEN	WEDNESDAY 20th February, 1901
KLAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY 6th March, 1901
DAYEN	WEDNESDAY 20th March, 1901
STUTTGART	WEDNESDAY 3rd April, 1901
KONIG ALBERT	WEDNESDAY 17th April, 1901
ERIN HENRICH	WEDNESDAY 3rd May, 1901
PREUSSEN	WEDNESDAY 17th May, 1901

ON WEDNESDAY, 1st May of November, 1900, at NOON, the Steamship "STUTTGART" (CAPTAIN P. GROSCHE) will leave this Port as above, CALLING AT NAPLES AND GENOA. Shipping Orders may be granted till NOON on MONDAY, the 26th November. Cargo and Space will be received on board until 5 P.M. on TUESDAY, the 27th November, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 27th November. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewards. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

VESSELS ON THE BERTH.

LOADING ON THE BERTH.

FOR PORTLAND, OREGON VIA JAPAN.
Booking Cargo for OVERLAND POINTS.
THE First Class Twin Screw Steamer

"MILOS"
will be despatched on or about 30th instant.
For Freight, apply to
T. M. STEVENS & CO.,
Agents.
Hongkong, 22nd November, 1900. [2831]

OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION COMPANY.

PROPOSED SAILING FROM
HONGKONG TO PORTLAND (OR.)
AND SAN FRANCISCO.
VIA INLAND SEA OF JAPAN, KOBE
AND YOKOHAMA.
TAKING CARGO TO JAPAN PORTS,
THE UNITED STATES, AND
CANADA.

THE Steamship

"EVA."
2,085 Tons, Captain Petersen.
This Steamship will be despatched on or
about 1st December for PORTLAND (OR.)
VIA KOBE AND YOKOHAMA.
Through Bills of Lading issued to any point
in the United States and Canada.
Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel Packages
will be accepted at the Office of the Undersigned
until the same time. All Parcels should be
marked to address in full.

Value of same is required.
Consular Invoices, to accompany cargo
destined to points beyond San Francisco in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
Portland (Or.).
For further information as to Freight rates,
&c., apply to
ARNHOLD, KARBURG & CO.,
Agents.
Hongkong, 24th November, 1900. [2805]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

Taking Cargo at London Rates.
THE Company's Steamship

"PYRRHUS,"
Captain Tiltson, will be despatched as above
on SATURDAY, the 1st December.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th November, 1900. [2776]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
CITY OF PEKING (via
Shanghai, Nagasaki, Kobe,
Inland Sea, Yokohama,
and Honolulu)..... TUESDAY, Dec. 4,
at Noon.
CHINA (via Shanghai,
Nagasaki, Kobe, Inland Sea,
Yokohama, and Honolulu)..... THURSDAY, Dec. 27,
at Noon.
CITY OF RIO DE JANEIRO
(via Shanghai, Nagasaki,
Kobe, Inland Sea, Yokohama,
and Honolulu)..... TUESDAY, Jan. 22,
1901, at Noon.

THE Company's Steamship "CITY OF
PEKING" will be despatched for SAN
FRANCISCO, VIA SHANGHAI, NAGA-
SAKI, KOBE, INLAND SEA, YOKO-
HAMA and HONOLULU on TUESDAY, the
4th December, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break
their journey at any point en route.
Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER AND RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
\$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have the choice
of San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER AND RIO GRANDE,
and other direct connecting Railways, and from
Chicago to destination the choice of direct lines.
Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the office until 5 P.M. same
day. All Parcel Packages should be marked to
address in full, value of same is required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage apply to the Agency of the Company,
Queen's Building.
J. S. VAN BUREN,
Agent.
Hongkong, 9th November, 1900. [3]

FOR NEW YORK.

THE 3/4 L. H. British Bark
"R. MORROW,"
Shortly expected from MANILA, will load here
for the above port and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBURG & CO.,
Agents.
Hongkong, 19th November, 1900. [2883]

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX,
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 3rd December, 1900,
at 1 P.M., the Company's Steamship
"ANNAM," Captain Poydenot, with Mails,
Passengers, Specie and Cargo, will leave this
port for MARSEILLES via BOMBAY.

This Steamship connects at COLOMBO with
the s.s. "Australien," which vessel takes on
her Passengers and Mails, leaving that port on
the 15th December direct to Suez, Port Said
and Marseilles.

Shipping Orders will be granted till Noon.
Cargo will be received on board until 4 P.M.
Specie and Parcels until 3 P.M. on the 2nd
December. (Parcels are not to be sent on board;
they must be left at the Agency's Office.) Con-
tainers and Value of Packages are required.

For further Particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, 20th November, 1900. [2]

CHINA NAVIGATION COMPANY, LIMITED.

FOR WEL-HAI-WEI.

THE Company's Steamship

"TAIYUAN,"
Captain Nelson, will be despatched as above
on TUESDAY, the 4th December, at Noon.

The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines.
A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 21st November, 1900. [2942]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"AKASHI MARU,"
Captain K. Suzuki, will be despatched for the
above ports on WEDNESDAY, the 5th
December.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 22nd November, 1900. [2824]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
GALIC (via Shanghai,
Nagasaki, Kobe, Inland Sea, Yokohama,
and Honolulu)..... TUESDAY, Dec. 11,
at Noon.
DORIC (via Shanghai,
Nagasaki, Kobe, Inland Sea, Yokohama,
and Honolulu)..... SATURDAY, Jan. 5,
at Noon.
CORPUS (via Shanghai,
Nagasaki, Kobe, Inland Sea, Yokohama,
and Honolulu)..... TUESDAY, Jan. 29,
1901, at Noon.

THE Company's Steamship "GALIC" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 11th December, 1900, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN and call at HONO-
LULU, and passengers are allowed to break
their journey at any point en route.

Through Passenger Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates and particu-
lars of the various Routes may be obtained
upon application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

Passengers who have paid full fare, re-embar-
king at San Francisco for China or Japan (or
vice versa) within one year, will be allowed dis-
count of 10 per cent. This allowance does not
apply to through fares from China and Japan to
Europe.

All Parcel Packages should be marked to
address in full, and sent to the Company's
Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage apply to the Agency of the Company,
Queen's Building.
J. S. VAN BUREN,
Agent.
Hongkong, 19th November, 1900. [4]

GLEN LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENARTNEY,"
Captain E. G. Warner, will be despatched for
the above port on WEDNESDAY, the 12th
December.

For Freight or Passage, apply to
MCGREGOR, BROS. & GOW,
Agents.
Hongkong, 21st November, 1900. [2940]

VESSELS ON THE BERTH.

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR SINGAPORE AND
BOMBAY.
(In close connection with the Company's
accelerated line to TRIESTE.)

THE Company's Steamship

"MARIA TERESA,"
Captain T. Rassevich, will be despatched as
above on THURSDAY, the 6th December,
P.M.

For information as to Passage and Freight,
apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 16th November, 1900. [6]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship

"SOBRON,"
Captain L. M. Weller, R.N.R., carrying Her
Majesty's Mails, will be despatched from this
port for Bombay on SATURDAY, the 8th Decem-
ber, at Noon, taking passengers and cargo for
the above ports.

Silk and Valables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay with transhipment.

Parcels will be received at this Office until 4
P.M. the day before sailing. The contents and
value of all packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 26th November, 1900. [1]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE
RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.

TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.

THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

S.S. "CARLISLE CITY"..... On 10th Dec.
3,002 Tons.....

S.S. "KVARVEN"..... On 12th Dec.
2,465 Tons.....

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on MONDAY, the 10th December.

Through Bills of Lading issued to any point
in the United States.

Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany Cargo des-
tined to points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th November, 1900. [14]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHINGTU,"
Captain Williams, will be despatched as above
on MONDAY, the 10th December, at 4 P.M.

The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines.

A duly qualified Surgeon is carried, and the
Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22nd November, 1900. [2953]

NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"
Captain Williams, will be despatched as above
on MONDAY, the 10th December, at 4 P.M.

The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines.

A duly qualified Surgeon is carried, and the
Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22nd November, 1900. [2953]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(Rob. M. SLOMAN & CO., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"VERONA,"
Captain Hansen, will be despatched for the
above port on or about 28th December.

For Freight apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 8th November, 1900. [2853]

VESSELS ON THE BERTH.

NORDDEUTSCHER LLOYD.
FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.

Calling at SAIPAN, PONAPE, FRIEDRICH-
WILHELMSHAFEN, ZINSHAFEN, HER-
BERTS-HÖHE, TOWNSEVILLE, DOCKHAMPTON,
BRISBANE and SYDNEY.

Taking Cargo at through rates to MELBOURNE,
ADELAIDE, NEWCASTLE, FREMANTLE,
AUCKLAND, WELLINGTON, GISBORNE,
NAPIER, WANGANNI, DUNEDIN
and HOBART.

THE Company's Steamship

"MÜNCHEN,"
Captain Krebs, will leave for the above ports
on or about 6th December.

For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 23rd November, 1900. [2906]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN AND
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"AIRLIE,"
Captain St. John George, will be despatched for
the above ports on FRIDAY, the 14th Decem-
ber, at DAYLIGHT.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—Return Tickets issued by this Com-
pany to and from Australia are available for
return by the steamers of the China Navigation
Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 21st November, 1900. [2948]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
HONGKONG MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama, and Honolulu)..... TUESDAY, Dec. 18,
1900, at Noon.

NIPPON MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama, and Honolulu)..... SATURDAY, Jan. 13,
1901, at Noon.

AMERICA MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama, and Honolulu)..... THURSDAY, Feb. 7,
1901, at Noon.

THE Twin-Screw Steamship

"HONGKONG MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 18th December, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER AND RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
\$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have, between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER AND RIO GRANDE,
and other direct connecting Railways, and from
Chicago to destination the choice of direct lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same
day. All Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to passage and
Freight, apply to the Agency of the Company,
Queen's Building.
J. S. VAN BUREN,
Agent.
Hongkong, 23rd November, 1900. [6]

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"DEVONSHIRE" will be despatched for the above port on or about
the 20th December, 1900.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 9th November, 1900. [285]

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.
FOR LONDON (VIA SUEZ CANAL).
THE Company's Steamship

"ACHILLES,"
Captain Brown, will be despatched as above
on TUESDAY, the 25th December.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th November, 1900. [2902]

NOT RESPONSIBLE FOR DEETS.

Neither the CAPTAINS, the AGENTS, nor the
Owners will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbour:—
STATE OF MAINE, American ship, Colcord—
Standard Oil Co.

NOTICES TO CONSIGNEES.

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"YANGTSE,"
having arrived from the above ports, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained after the average
Bond, which is lying in the office of the under-
signed, has been signed and payment of a de-
posit of 4 per cent. on value of their goods.
Goods not cleared by the 26th instant, at
Noon, will be subject to rent.

No Fire Insurance will be effected by us in
any case whatever.

JARDINE, MATHESON & CO.,
Agents.
Hongkong, 16th November, 1900. [2930]

STEAMSHIP "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex
s.s. "Sindh" and Bordeaux ex s.s. "Ville de
Bretagne" and "Frederic Morel," in connection with
above Steamer, are hereby informed that their
goods, with the exception of Opium, Treasure and
Valables, are being landed and stored at their
risks in the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, at
Kowloon, whence delivery may be obtained
immediately after

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 23rd NOVEMBER, P.M.									
STATION.	Hour.	Barometer. at sea level.	Thermometer. Fahr. temp.	Humidity. per cent.	Wind. direction and force.	Weather.	Mr. C. H. Allen	Mr. C. Luo	Mr. E. Lutz
							Capt. and Mrs. Bancroft	Dr. I. Macfadyen	Lieut.-Col. Mallory
							Mr. W. S. Bailly		
							Mrs. James S. Barber	Mr. H. Martin	
							Mr. & Mrs. O. M. D. Bell	Mr. M. Matsuo	
							Mr. F. G. A. Boringe	Mr. A. E. McCollan	
							Mr. Black	Mrs. E. E. McMahon	

took 2 p. | -- | -- | -- |

Kooni	30.15	H	4	1	Mr. C. Hart Buck	Mr. G. F. Mould, R. E.
Nagasaki	30.27	W	3	0	Mr. M. G. Burnie	Mr. Mrs. J. J. O'Neill
Kagoshima	30.19	N	3	0	Dr. J. E. Clarke	Mr. Van Nierop
Taihuoku	30.19	N	4	1	Mr. P. J. Clouson	Mr. H. E. Ormsby
Taichu	30.02				Mr. C. Crane	Mr. E. Orr
Tainan	30.03	W	2	1	Mr. J. V. Crighton	Mr. S. G. Orr
Koshu	30.03	NR	5	1	Mr. J. V. Crighton	Mr. J. G. Phelps
Pescadores					Mr. M. Crockett	Miss A. B. Phelps
Gutzlaff	30.31	53	58	3	Mr. P. C. Denroche	Mr. L. R. Reel
Sharp Peak	30.15	64	75	NR	Mr. M. G. Discombe	Mr. S. J. Robins
Amoy	30.07	72	63	NR	Mr. G. S. Clemont	Mr. R. Rutherford
Swatow	30.08	78		5	Drow	Mr. T. H. Surrer
Canton	30.03	75	72	NR	Mr. & Mrs. J. Douglas	Mr. H. Lauroy Schner-
Hongkong	30.05	69	78	5	Major Dorehill, R. A.	chner
Vic. Rock					Miss Druin	Mr. Shepherd
Gap Hook	30.02	NR	5	1	Mr. W. S. Duff	Mr. K. Shikaye
Alamo	30.03	72		1	Capt. P. S. Dyson	Mr. H. Simmons
Haiphong	30.09	85	85	2	Mr. D. E. Earnsley, Jr.	Mr. D. A. Smith
Manila	29.94	86	85	2	Mr. E. Evans	Mr. S. Smith
Mainta		NR	1	0	Mr. H. G. C. Fisher	Mr. G. K. Stevens
Macool		NR	4	0	Mr. L. A. Genge	Mr. H. Goyne Stevens
Houte	29.79	80		NR	Mr. and Mrs. C. Fisher	Mr. G. H. Stewart
Cebu	29.92	84		NR	Gibson	Mr. E. S. Sutton
C. S. James		NR	3	0	Capt. G. Glover	Mr. & Mrs. Taylor
24th NOVEMBER, A.M.					Capt. Goddard	Mr. Thaddeus & child
V'divostock	7 a.				Mr. E. Guillouin	Mr. Ross Thompson
Tokyo	10 a.				Mrs. Hand	Miss Thompson
Kooni					Mr. B. T. Head	Mr. T. G. Upton
Nagasaki					Mr. F. L. Higginson, Jr.	Mr. and Mrs. F. Vetch
Kagoshima					Mr. & Mrs. J. D. Hawkins	and four children
Taichu	30.16				Mr. Thos. Howard	Mr. G. H. Wakeman
Tainan	30.49				Mr. W. Jackson	Mrs. & Miss H. M. E.
Koshu	30.03	NR	2		Mr. B. Jackson and	Mr. Walker
Pescadores					child	Mrs. W. & C. Walcutt
Gutzlaff	9 a.				Mr. L. R. Johnson	Mrs. Watts
					Mr. G. H. B. Jones	Mr. & Mrs. Whaley
					Mr. & Mrs. E. S. Joseph	Mr. W. J. G. Whipe

60,000	\$8	\$3	None
30,000	\$1	\$1	

Canton						Mrs. S. Williamson.
Hongkong	10 a	30.15	69	88	E	Mr. H. Wiley
Victoria Peak	" "					Mr. H. B. Lewis
Gap Rock	" "	30.13				Major E. P. Littledale,
Klaseo	" "	30.15	73			R.E.
Hongkong	10 a					Mr. J. E. Wood
Macau	" "	23.99	86	95	NB 1	Mr. E. L. Woodin
Maliste	0 a					Mr. W. E. Yule
Bacod	" "					
						FRANK HOTEL.
						Capt. Bewley
						Mr. J. W. C. Bonnar
						Mr. C. Gordon Mackie
						Mr. E. Martin

140,000	\$2	\$3	First year ..
70,000	\$1	\$1	

C. S. James	Y. A.	—	—	—	HNE	3	0
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On the 24th at 11.55 a.m. The barometer has fallen about the North of the Formosa Channel and remains steady in the South. Probably pressure is in defect between Formosa and

Colonel F. Brown	Mr. Stuart G. Newall
Mr. A. F. Comrie	Mr. Basil W. Nuttall
Col. Collard	Mr. H. E. Oakley
Colonel Crookenden	Miss Oakley
Mr. G. H. Dunn	Mr. J. A. O. O'Connell

30,000	\$50	\$50	Int. of 5 p. a
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<p>fresh monsoon in the N. part of the China Sea. Forecasts:— E to N.E. winds, moderate; fine.</p>				<p>Capt. A. Forbes Mr. J. Oppenheim Colonel A. R. Fraser Colonel The O'Gorman Mr. D. M. Graham Major V. Waudby Griffin, R.A. Dr. G. M. Harston Mr. J. Haza Mr. Murray Stewart Mr. A. J. O'Leary</p>
HONGKONG REGISTER.				
	Previous date p.m.	On date at 10 a.m.	On date at 2 p.m.	
Barometer	30.05	30.18	30.10	
Thermobarium	59.	71.	59.	

50,000	\$111	\$123	
6,000	\$50	\$30	\$1½ for 1809.

Direction of wind	E	E	E	Westerly
Force	3	4	4	
Bar	b	b	c	
Rain	—	—	—	

Highest open air temperature on the 24th 72
 Lowest open air temperature on the 24th 65
 Hongkong Observatory, 25th November.

MRS. FALCONER C. B. Registrar, 25th Nov.	Mr. James Anderson	Miss Lovatt
	Staff-Surgeon H. Canton	Lieut.-Com. Lynne
	and Mrs. Canton	Mrs. Lynne

			(3½ p. ct. for
--	--	--	-----------------

Barometer 1 P.M. 29.99	Therm. 4 P.M. (Wet bulb) 85	Mr. J. W. Crouch	Mr. John A. Ross
Barometer 4 P.M. —	Therm. 4 P.M. (Wet bulb) —	Mr. A. & Sharpe Deane	Mr. Cecil Shillingington
Thermom. 9 A.M. 70	Therm. Maximum —	Lieut.-Col. H. Hamilton	Mr. A. Stricker
Thermers. 1 P.M. 72	Therm. Maximum over-	Mrs. Hamilton	Mrs. E. G. Willey
Thermers. 4 P.M. —	night — 68	Mr. & Mrs. W. N. Lovatt	Consul Volpicelli

HONGKONG TIDE TABLE.
 28th November, to the 2nd December 1900.

Mrs. Bostwick	Dr. J. W. Kerr
Mrs. Hamilton	Mrs. J. W. Kerr

CONNAUGHT HOUSE.

12,000	\$100	\$100	None
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HIGH WATER.						LOW WATER.					
Day Week.	Day of Month.	Hongkong Mean Time.	Height.	Hongkong Mean Time.	Height.						
Mon	28	h. m. s.	ft. in.	h. m. s.	ft. in.	Mr. J. Brownhill	Mrs. J. W. Kite				
Tues	29	" " "	" " "	" " "	" " "	Mr. H. A. Burke	Mrs. G. C. Van der Klief				
Wed	30	" " "	" " "	" " "	" " "	Miss Carrington	Mrs. Homer Lea				
Thurs	31	" " "	" " "	" " "	" " "	Mr. Carlton	Miss Lee				
Fri	1	" " "	" " "	" " "	" " "	Mr. E. C. Clithero	Mrs. L. Lesot				
Sat	2	" " "	" " "	" " "	" " "	Mr. & Mrs. C. Condy	Dr. G. L. Mackay				
Sun	3	" " "	" " "	" " "	" " "	Mrs. M. Constable	Mrs. A. Mallonee				
		" " "	" " "	" " "	" " "	Mrs. C. Cumming	Mrs. B. H. McCalla				

30,000	\$10	\$19	} 70 cents per 7 cents per
20,000	\$10	\$5	

Mon. 26	0 35	5 10	m	5 40	1 3	Mrs. C. Cumming	Mrs. B. H. McCalla
Tue. 27	10 45	2 15	m	4 40	1 3	Mr. & Mrs. W. Dunbar	Miss L. H. McCalla
Wed. 28	11 20	2 5	m	4 35	1 11	Mrs. F. Dunford	Mr. and Mrs. J. E. Mudge
Thurs. 29	2 55	2 6	m	7 33	0 3	Mr. J. Gillespie	and child
Thurs. 29	0 54	4 11	m	5 39	5 1	Mrs. C. Hamilton and children	Mr. A. C. Reid
Thurs. 29	3 10	2 9	m	7 33	2 3		Mr. E. F. Sauvaille
Fri. 30	1 47	4 3	m	9 14	0 0	Lieut. A. Hasbrouck	Mr. M. Schnoor
Fri. 30	4 9	3 2	m	0 12	3 2	Mr. & Mrs. J. S. Harston	Mr. F. D. Setna

1,250	\$100	\$100	\$12 for year 30-11-99
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Sat.	1	m	3 14	3 8	m	10 9	0 4
			4 00	4 3		11 2	1 7
Sun.	2	m	4 57	5 3	m	11 2	0 8
			5 40	6 0			

CARTRIDGES.

NORRIS SPORTING BALLISTITE

Mr. Anglis	Mr. S. D. Seima
Mrs. J. N. Jordan	Mr. Charlie Taylor
Mr. J. N. Jordan, Jr.	Mr. & Mrs. C. W. Taylor

WAYBLIST HOTEL

Mr. Anderson	Mr. and Mrs. Jagniast
Mr. F. Bradley	kowski
Mr. A. Bryson	Mr. & Mrs. Keith & child

100 fndra.	\$10	\$10	\$20 (31.50)
200 fndra.	\$5	\$5	None

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Mrs. A. G. Lole
Mrs. N. K. Davidson
Mrs. E. F. Stovell and child
Mrs. H. C. D. Frampton
Dr. J. C. Thomson

Mr. Paul Lauder
Mr. A. G. Lole
Mrs. C. E. Maligny
Mrs. E. F. Stovell and child
Dr. J. C. Thomson

Mr. H. Berkeley
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289	\$500	\$500	Int. of 10 p. c.

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Hongkong,		and two children	
Hongkong, 27th July, 1897.	1870		

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